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HISTORY

OF

ATLANTIC CITY.



BY

A. L. ENGLISH.

AUGUST, 1884.

PHILADELPHIA, PA.: .

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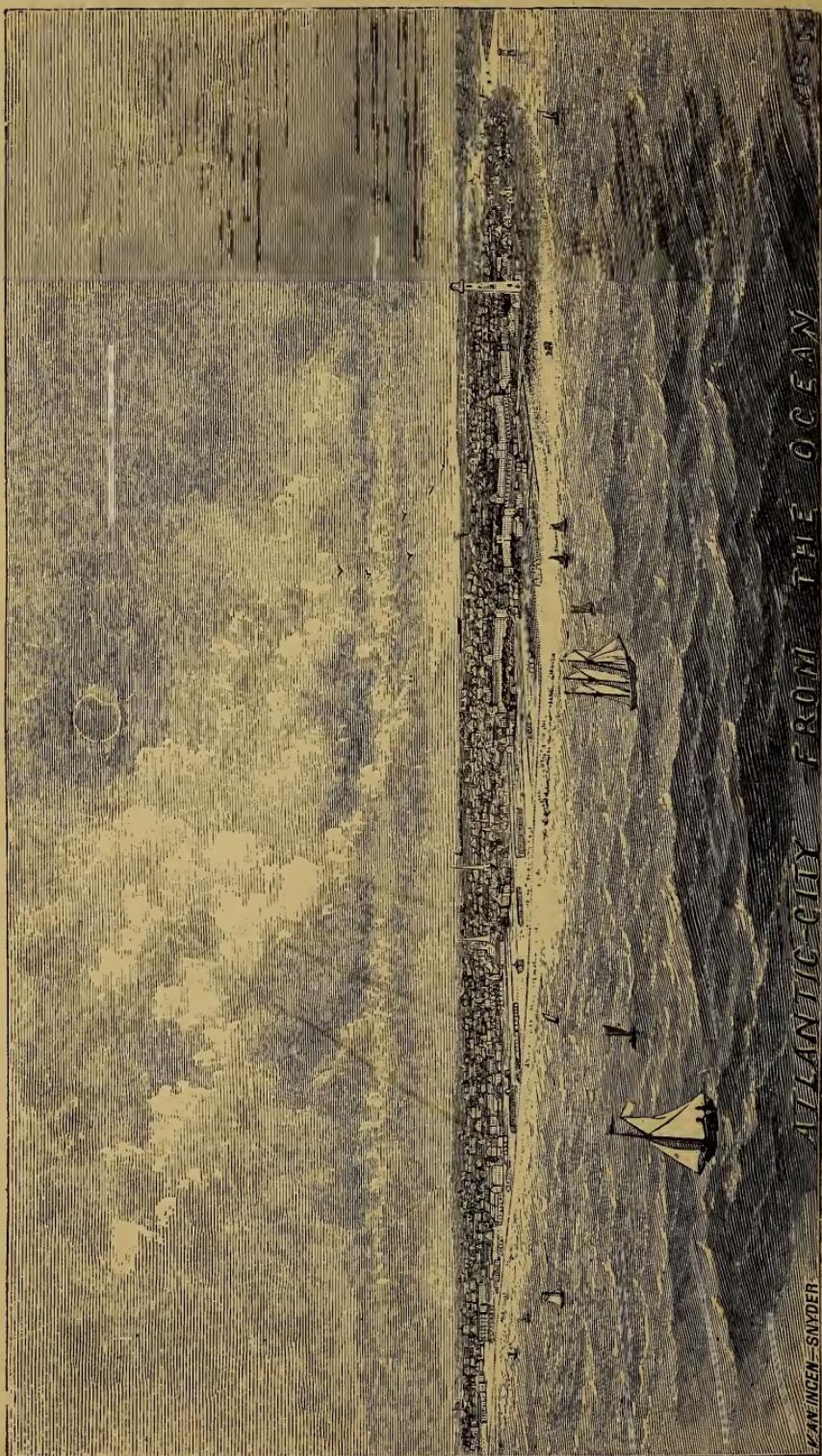
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ATLANTIC CITY FROM THE OCEAN

JANING-SVYDER



HISTORY OF ATLANTIC CITY, NEW JERSEY.

BY A. L. ENGLISH,

AUGUST, 1884.

"The panting City cried to the Sea,
I am faint with heat; O, breathe on me!"

So, to the City, hot with flame
Of the pitiless sun, the east wind came.

It came from the heaving breast of the deep,
Silent as dreams are, and sudden sleep."

—Longfellow.

PHILADELPHIA, PA.:

DICKSON & GILLING, Publishers, Printers and Binders,
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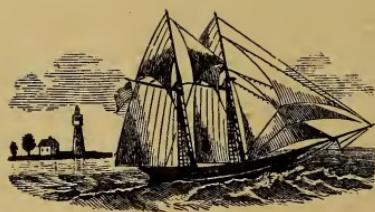
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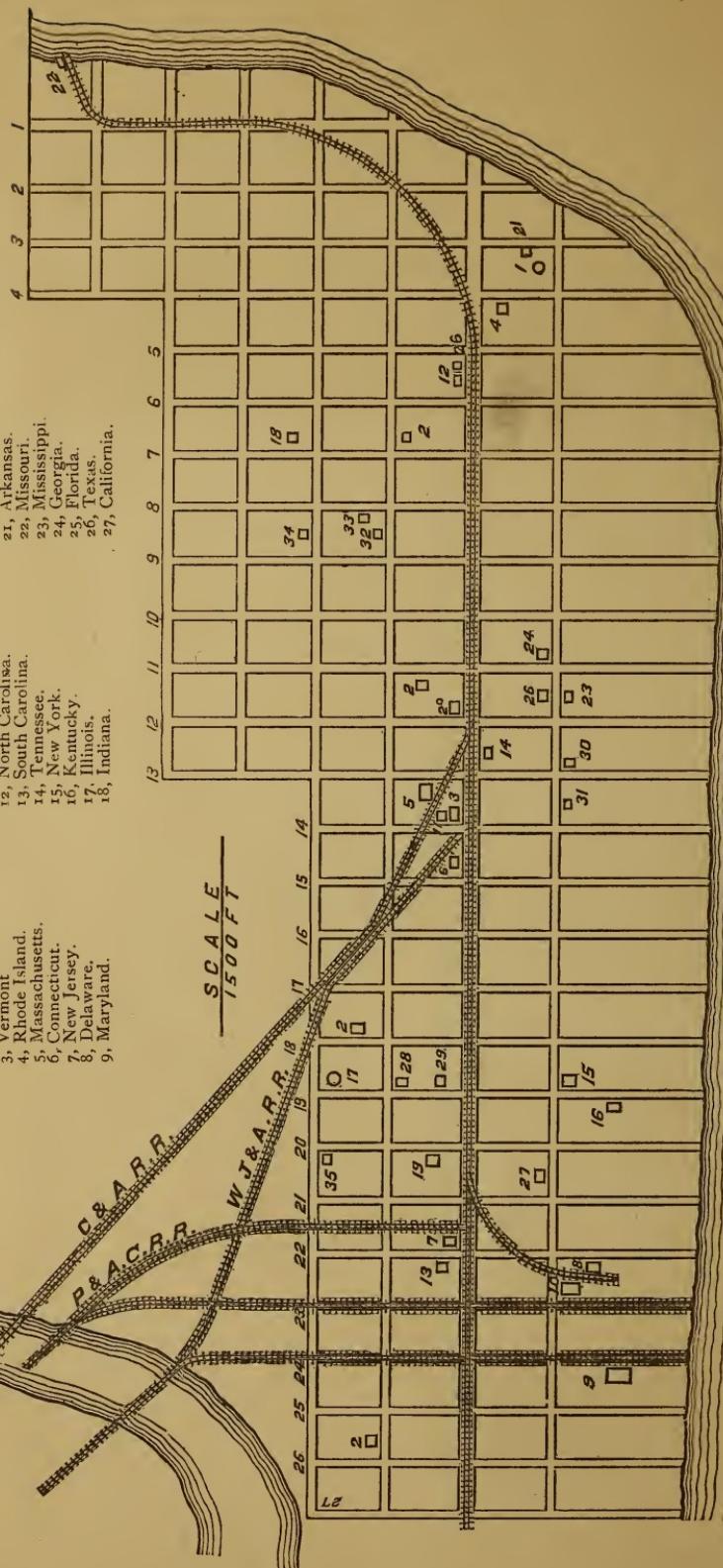
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MAP OF ATLANTIC CITY.

The avenues running parallel with the Ocean are beginning first from the Ocean) Pacific, Atlantic, Arctic and Baltic. The remaining two (short Avenues) are on the meadows and are not yet laid out. The "cross Avenues", are named after the States, each being numbered in this map, and are as follows:

1. Maine.
2. New Hampshire.
3. Vermont.
4. Rhode Island.
5. Massachusetts.
6. Connecticut.
7. New Jersey.
8. Delaware.
9. Maryland.
10. Virginia.
11. Pennsylvania.
12. North Carolina.
13. South Carolina.
14. Tennessee.
15. New York.
16. Kentucky.
17. Illinois.
18. Indiana.



1. Light House.
2. School Houses.
3. City Hall.
4. U. S. Fire Co.
5. Neptune Hose Co.
6. Neptune Hose.
7. P. & A. R. R. Station.
8. Sea View Exc. House.
9. Neptune Hose.
10. Stand Pipe.
11. U. S. Fire Station.
12. Neptune Hose Co.
13. Post Office.
14. Electric Light.
15. African Methodist Episcopal Church.
16. Children's Sea Shore Ho.
17. Inlet Pavilion.
18. Base Ball.
19. P. E. Church.
20. McFarland.
21. Life Saving Station.
22. Baptist Church.
23. Church of Ascension.
24. M. E. Church.
25. African Methodist Episcopal Church.
26. McFarland.
27. Ger. Pres. Church.
28. Bapt. Col.
29. African Methodist Episcopal Church.
30. McFarland.
31. Ger. Pres. Church.
32. Bapt. Col.
33. African Methodist Episcopal Church.
34. McFarland.
35. M. S.



CHAPTER I.

An ethereal sea ebbs and flows, surges and washes hither and thither, carrying its whole virtue into every beach-creek and inlet it lashes.—*Emerson*.

What is Atlantic City? It is a refuge thrown up by the continent-building sea. Dame Health took a caprice and shook it out of a fold of her flounce. A railroad laid a wager to find the shortest distance from Penn's treaty elm to the Atlantic Ocean. It dashed into the water, and a city emerged from its freight cars as a consequence of the manœuvre. Almost any kind of a parentage will account for Atlantic. It is beneath shoddy and above mediocrity. It is different from any other watering-place in the world, because it is unspoilt, yet luxurious; because the air is filled with iodine and chloride of sodium; because with a whole universe of water Atlantic City is dry; because of its perfect health and infinite horizons.

Where is Atlantic City? It is a strip of land on the New Jersey coast, bounded by Absecon Inlet on the Northeast, the Great Egg Harbor Inlet on the Southwest, the Ocean on the Southeast and Beach Thoroughfare on the Northwest, and for many years has been known as "Absecon Beach." This strip of land is about ten miles long, and varies from one-quarter to three-quarters of a mile in width. Its general direction is Northeast and Southwest. It lies parallel to and is about five miles from the mainshore, from which it is separated by numerous bays, sounds, thoroughfares and salt meadows. It is distant from Philadelphia fifty-seven miles, in a Southeasterly direction. It is

an island of the sea—surrounded by the salt and healing waters, the tides of the great Ocean—

“Ever drifting, drifting, drifting
With the shifting
Currents of the restless main ;
Till in sheltered coves, and reaches
Of sandy beaches ;
The tides ebb and flood again.”

The island before described as Absecon Beach, was in the year 1700, divided about midway by a small inlet through which the tide ebbed and flowed. This inlet located about two miles below the improved part of the present city long since filled up, and is known as “Dry Inlet.” All that part of Absecon Beach lying from this inlet to the eastward so far as Absecon Inlet has been incorporated, and is now called Atlantic City. In 1703, Absecon Inlet ran out to sea about where Peters’ Beach now is, the inlet having moved about a half a mile southward during the past 180 years. Where Absecon Inlet empties into the ocean to-day there once stood a fine growth of oak timber, which years since succumbed to the axe of the shipwright and the encroachments of the sea. This freak of nature is not peculiar to Absecon Inlet. Prof. Cook, State Geologist, says all of the inlets on the coast work southward, caused by the force of the currents during heavy northeast winds. This accounts for the abrasion at that end of the island bordered by Absecon Inlet. In truth it may be said that—

“When descends on the Atlantic
The gigantic
Storm wind of the equinox.
Landward in his wrath he scourges
The toiling surges.”

As an illustration of these encroachments by the sea, we cite the fact that owners of blocks and lots, whose deeds were duly recorded as late as 1855, have been compelled to resign them to the waves. The lighthouse, built as was supposed far out of the reach of danger, was for years threatened, until the government saved it by a series of jetties built in the year 1876. These jetties checked further encroachment in that immediate quarter, and may restore the lands which the ocean swallowed up. While this abrasion was going on at the upper end of the island a corresponding amount of land was making seaward along the entire sea front. Upon this accretion avenues and beautiful sites have been laid out, and numbers of hotels and cottages have been built thereon. Messrs. Jacob Keim & Sons were the first to venture upon this domain of Neptune, moving the Chester County House to within 500 feet of the sea in 1874. The total value of land thus deposited

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along the city's sea front is estimated at \$150,000. In 1860, the bathing grounds were about on a line with the cottage of Honorable Geo. M. Dallas. Vessels sailed at high water where the beach board walk is



THE LIGHT HOUSE.

now located. That the relative positions of land and sea are ever changing, every intelligent observer will admit. Evidence of such changes have been authenticated for thousands of years past, and Absecon Beach is no exception to the rule.

The ancient city of Cromer stands submerged upon the floor of the German Ocean, and not far distant, upon the same coast, beneath the water of the ocean, are the ancient villages of Shipden, Wimpnell and Eccles. The latter submerged village, as if determined that its ancient existence and locality shall not be forgotton or lost, projects aloft above the watery waste the ruined tower of one of its ancient churches, strange and weird testimony to time's mutations and the impotency of man when measuring strength with the terrible energy of nature.

The voracity of the sea spared not ancient Dunwich, and laid his sacrilegious and iconoclastic hand upon her sacred edifices, and invaded the ancient mausolea of her dead. In 1740, by submarine explorations, the tombs in the churchyards of St. Nicholas and St. Francis were opened, when their coffins and skeletons were exposed to view, the latter lying upon the sands, rocked

"In the cradle of the rude, imperious surge."

THE ABORIGINES.

In 1623, Captain Jacob May explored the Delaware Bay. The Cape was named after him. He reports possession of the land by Indians. On the 5th of May, 1630, Peter Heyser and Giles Caster bought of the Indians sixteen miles square at Cape May, for the Dutch West India Company. Indians were reported further up the coast. Evelyn, in 1648, says, that on the east side of the Delaware, about five miles up from the Cape, the chief of the Kechemeches Indians, having several factions under him, in all about eight hundred, was at war with the Sorgue-hunnocks; that they were all naked and all afraid of guns, but that they would trade with the whites. He says the coast abounded with swans, geese, ducks and other fowl. He saw turkeys, one of which weighed forty-six pounds, and pigeons in abundance. "There were elks and doe that brought forth two young at a time." In 1631, David de Vries entered the Delaware Bay and left a colony at Cape Henlopen. He returned in 1632 and found the colony had all been massacred by the Indians. He speaks of Indians at Egg Harbor. De Vries, in his journal of March, 1633, wrote of having struck seventeen whales and capturing but seven of them, complaining of his poor harpoons. In April of the same year, he speaks of meeting Indians, and seeing a flight of wild pigeons that darkened the sky. There are other records of Indian occupation of the New Jersey coast,

but no record of Indian cruelties to whites from the Delaware Bay to the Great Bay at the mouth of the "Mullicas" or Little Egg Harbor Inlet. There can be no doubt that far away back in the annals of Time, the curling smoke from Indian wigwams ascended above the hill-tops and red cedar of the present site of Atlantic City. There remain traces of them to this day in the shell mounds in the vicinity of Hill's Creek. Indian implements of a very archaic character have been found here; Dr. Thos. K. Reed having several specimens in his possession. In his description of the New Jersey coast, William Wood, in a book published in London in 1634, refers to the aborigines in the following lines:

"The dainty Indian maize
Was eat with clam-shells out of wooden trays,
The luscious lobster, with the crab-fish raw,
The brinny oyster, mussel, periwiggle,
And tortoise sought by Indian squaw,
Which to the flats dance many a winter's jiggie."

J. T. King, M. D., of Baltimore, who has given careful study to the habits of the Indians, in his interesting book published in 1882, says: "The Jersey Indians utilized the colored shells of the 'poquan-hock' for coin or money, by cutting out the central black portion, which in Indian numismatics they called 'luckahwok' or black money. Black money had twice the value of white money or wampum."

TRADITIONS.

From the time of the occupation of the island by Indians until its settlement by whites, there are many traditions. Dr. Thos. K. Reed, historian of the Atlantic City Literary Association, has evidence that seems to establish as a fact the tradition that the notorious pirate Blackbeard frequently entered the lower inlet and anchored in the thoroughfare behind the hills, making "Hill's Creek" his landing place. "This picturesque spot," says the doctor, "must have been at that time, when covered with the original growth of trees, one of strange and rugged beauty. It is not difficult to imagine the old pirate seated in one of its dells surrounded by his fierce and uncouth companions, while an ancient oak or red cedar spreads above them its brawny limbs and gnarled and twisted branches, protecting them as lovingly from the blaze of the sun as if they carried the evangel of glad tidings and good will to men."

There are stories about drowning, piracy and shipwreck—about vessels being lured ashore on dark and stormy nights by lanterns erected on poles, and then plundered of everything of value. When enriched by the silver plate and coin thus procured, these land pirates would move away to live at ease upon their wealth, while others came to take their place. The waves have come up the beach and washed away the footprints that chance had left as souvenirs of the past, and there is nothing left to trace these ancient accounts of piracy to any degree of proof. All the strand reveals is innumerable shells and splinters that the tide now as then, brought in and scattered on the sands. In the great ocean cemetery the king, the clown, the prince and the peasant are alike distinguished. The same wave rolls over all, the same requiem by minstrels of the ocean is sung to their honor. Over their remains the same sun shines, and there unmarked the weak and the powerful, the plumed, the unhonored, will sleep on until awakened by the same trumpet.

FIRST SETTLEMENT BY WHITES IN THIS VICINITY.

Of the first settlements on the New Jersey coast in this vicinity there have been few records preserved. De Vries' journal of April, 1633, says, that on the evening of a certain day, he arrived at the mouth of Egg Harbor, and tells of the low sand beach full of small hills along the coast. He says, "Egg Harbor is a little river, and inside the land is broken, and that higher up there is a beautiful wood." These doubtless, were the great forests of the main shore. The journals of all the old navigators refer to great numbers of whales along the entire Jersey coast, and a settlement of whalers near Egg Harbor. One refers to a school of whales off Egg Harbor ; it is not improbable then that whale-boats frequently ran into Absecon Inlet. Very probably numerous whales were captured at sea off this island. It is on record that eighty-one years ago an immense whale stranded upon the bar and was towed into the inlet. With much labor and expense the oil was tried out, but just as the parties were estimating the probable results of their good fortune, a man by the name of Inman came from Great Swamp and claimed half the booty. He alleged that he and his brother had killed the whale, and gave confirmation of this by identifying a piece of harpoon that had been broken off in it. They refused to divide, and he appealed to the courts and gained his suit. The supposed windfall proved a loss of five or six thousand dollars and affords another illustration of the apothegm that "a half loaf is better than no bread." Forty years since a smaller whale came ashore on

"Point of Beach," and portions of the skeleton were washed out sixteen years ago by a storm tide; one of its ribs, for years, was on exhibition in front of Schaufler's Hotel. When whaling ceased to be a profitable industry, lumbering in the magnificent cedar swamps with which the Jersey shore abounded, furnished sufficient attraction to induce a continuance of the settlements begun under the whaling industry.

The first settlement of whites within twenty miles of what is now Atlantic City, was made at Lower Bank, a hamlet in Burlington county, on the north side of the Mullica river, about fifteen miles from its mouth. Exactly when that settlement was first made is not now known, but probably in about 1645. "Esic Mullica," the original settler there appears to have been a man of position and means. He was born in Sweden in 1623, and probably came to America in the



SAILING UP THE BAY.

"Key of Calmar" or the "Guffin" in about 1637 or 1638, at which time he could have been only about 14 or 15 years of age. He probably stopped at some of the Swedish settlements along the Delaware river until he was 21 or 22 years of age, and then with his retainers established his colony at that place. He acquired no English title to land, but made his improvements there long before the English settlers. The Duke of York conveyed the province now called New Jersey to Lord Buckley and Sir George Carteret on the 3rd of July, 1664, and soon after that the records begin to mention the name of Mullica in the vicinity of Lower Bank. In 1693, he was the head of a family

of eight persons. He moved from Lower Bank to Mullica Hill in Gloucester county, which then included Atlantic county. In 1722 he sold his place at Green Bank to a Joseph Pearce. He died at Mullica Hill in 1723, at the age of one hundred years. "Mullica's Road," "Mullica's Hill," "Mullica's River" and Mullica Township, this county, derive their names from the old Swede, who made the first settlement within twenty miles of this city.

In 1695, Deputy Surveyor Worlidge made many surveys along this part of the New Jersey coast, some of them for Daniel Cope, others for Thomas Budd and some for John Budd. Among these surveys were several made at and near Somer's Point, Pecks Beach, (now Ocean City), and Absecon Beach. These were among the first surveys in this vicinity.

ORIGINAL SURVEYS WITHIN THE INCORPORATED LIMITS.

For the following information we are indebted to Gen. Elias Wright, who has made a careful search of the records of Mercer, Burlington, Camden, Gloucester and Atlantic counties, that an accurate statement of surveys and title to land might be published in this history. Much research and investigation has been required, and the result as herewith published cannot fail to be of great value. The General says :

Within the incorporated limits of Atlantic City are the following original surveys, from which all title to land within the city has descended, viz.:

1. Survey made to Thomas Budd, Oct 11th, 1695, for 440 acres.
2. Survey made to Amos Ireland, Feb. 6th, 1727, for 49 acres.
3. Survey made to Andrew Steelman, July 5th, 1727, for 180 acres.
4. Survey made to Andrew Steelman, July 5th, 1727, for 10 acres.
5. Survey made to Peter Conover, May 20th, 1729, for 100 acres.
6. Survey made to Andrew Steelman, Dec. 15th, 1729, for 11 9-10 acres.
7. Survey made to Daniel Ireland, Feb. 18th, 1732, for 34 acres.
8. Survey made to Andrew Steelman, April 20th, 1733, for 20 acres.
9. Survey made to Andrew Steelman, April 25th, 1734, for 34 acres.
10. Survey made to John Ladd, March 4th, 1739, for 717 acres.
11. Survey made to John Ladd, March 5th, 1739, for 318 acres.

There was a survey made to Samuel Conley, Ryan Adams, Andrew Leeds and Owen Conley, on the 13th of Dec., 1829, for 45 acres of mud flats, but as it is not known whether or not these mud flats lie within the bounds of the city no further attention will be given this last named survey.

For the accretions along the sea front several recent surveys have been made to one Tatum by Samuel Downs, a Deputy Surveyor, but as under the laws of New Jersey no title followed the making of these surveys, no further mention will be made of the Tatum surveys.

In the Budd survey Absecon Inlet is called "Graverads Inlet." By some, this has been interpreted to mean "Graveyard Inlet," supposed to have been so called because in the imagination of recent historians the wrecks of many vessels gave it the appearance of a graveyard with its many monuments to the dead.

The survey made next after the Budd was to Amos Ireland, for 49 acres, in 1727, by which it seems that thirty-two years had intervened. The Ireland survey was made by Deputy Surveyor Japhet Leeds, who begins this Ireland survey "at a white oak tree for a corner on said beach in or near the line of Andrew Steelman," by which it seems that Andrew Steelman owned, or claimed to own, a part or the whole of the Budd survey, in 1727. By a note on this Ireland survey it seems that 28 acres of it laid on "Steelman's land." Now, as there was only the Budd survey existing on the beach when the Ireland survey was made, it follows that, if the note be true, Steelman owned the Budd survey.

Andrew Steelman's survey for 180 acres made in July, 1727, by Deputy Surveyor Japhet Leeds, recites that it lies "near or adjoining to a survey or tract of land formerly belonging to John Budd." The Budd survey was made to *Thomas*, and John was the son of Thomas, so the title to the Thomas Budd survey descended to John Budd, from whom (if the above deductions from the island survey be true) it descended to Andrew Steelman.

The bounds of the Peter Conover survey for 100 acres begins "in a line of land of Thomas Budd," and the last line of this Conover survey follows 86 "chains in Budd's line." This Conover survey was made in 1729, and the reference in it, evidently, is to a survey made to Thomas Budd and not to the then owner of the Budd survey.

There is much doubt as to whether the Andrew Steelman survey of 11 9-10 acres lies on Absecon Beach at all. It is the opinion of the writer that it does not, and hereafter will be so treated. It is put into the list of Absecon Beach surveys because it seems to have been so claimed. If its proper location is upon the beach, the title to it descended the same as the title to other surveys on the beach, so located, to Andrew Steelman.

Daniel Ireland's survey of 34 acres made by Deputy Surveyor Japhet Leeds, is recited as being "near the south end of the said beach." This "south end" means near the dry inlet, and because of the great length compared with its breadth, the survey was subsequently known as the "garter survey."

The bounds of Andrew Steelman's survey of 20 acres, begins at the "northerly corner of a tract of land of *ye said Steelman.*" The closing line of this Steelman survey being about the same course as the most northwesterly line of the Budd survey, the reference to the "land of *ye said Steelman.*" probably means that Steelman was then (1733) the owner of the Budd survey.

Japhet Leeds, Deputy Surveyor, made the 34 acres survey to Andrew Steelman, in April, 1734, and in making his return he describes the second corner as being "in or near the line of John Budd's survey," and then with his second line follows the course of the Thomas Budd survey line. This indicates that Leeds intended to mention the survey, and not the then owner of the survey. It also indicates that the title to the Thomas Budd survey descended to John Budd, from whom Steelman derived title.

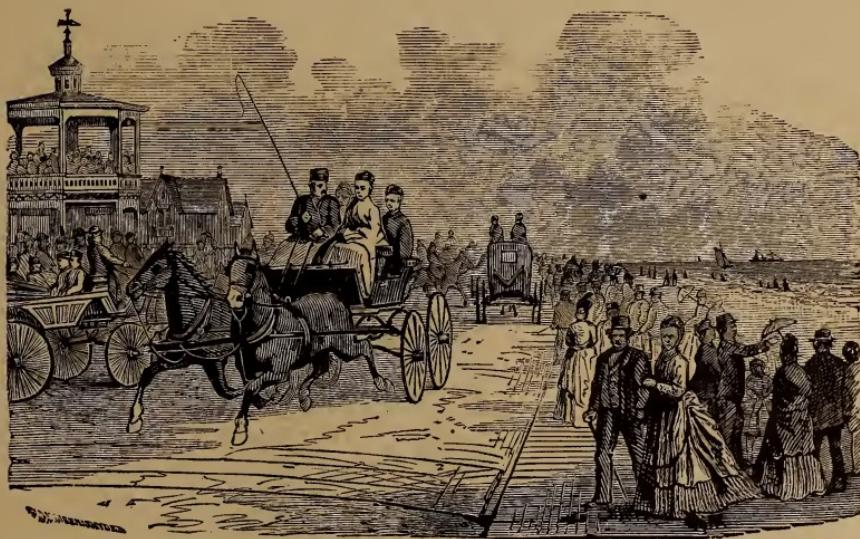
It seems that John Ladd was a Deputy Surveyor, and surveyed to himself the aforesaid two surveys; in doing so he has apparently made a mistake in the dates of each. The larger survey is dated March 4th, and the smaller one is dated March 5th. This should be alternated, for the larger survey "begins at a stake by the thoroughfare near the mouth of Hill's Creek, being also corner of the other survey of 318 acres." Now, if the larger survey was made *before* the smaller one, it could not have mentioned the smaller one, therefore the date of the smaller one should be March 4th, and that of the larger one March 5th. This being so, the writer will first treat of the smaller one, which locates to Ladd, all the land not before located, the full width of the beach from low water mark of the ocean to the thoroughfare, and from Hill's Creek down to the Dry Inlet (then called "Little Inlet.") From this survey the 34 acres made to Daniel Ireland, called the "garter Survey," is excepted.

Ladd, in his larger survey, in calling for Absecon Inlet, spells it "Absequan." In making this survey, Ladd located for himself all the land not previously located, from low water-mark of the ocean to the thoroughfare, and from Hill's Creek to Absecon Inlet, within which bounds he says there is contained 2,010 acres, with allowance for highways. He excepts,—4 surveys made to Andrew Steelman, containing 244 acres (this does not include Steelman's 11 9-10 acres), and to Scott, now belonging to Steelman, 300 acres; to Budd, now also Steelman's, 600 acres; to Amos Ireland, 49 acres; in the whole, excepts 1,193 acres, and then says there remains 717 acres. This 717 should be 817, for if 1,193 be taken from 2,010, it leaves 817.

No record of any survey made to "Scott" on Absecon Beach can be found. In book A of Surveys, page 59, is the record of two surveys in one certificate, made to John Scott, one of them for 134 and other for 55 acres; and on the same page there is a survey made to John Scott, to include a plantation on the Delaware river, where John Scott

then lived. Other surveys made to him lie between the Delaware river and the "Rarrington river." The probability is that all the surveys made to John Scott were laid in this vicinity, though nothing has been discovered to show where the two surveys of 134 and 55 acres do actually lie.

The 600 acres excepted from Ladd's larger survey, being a survey made to John Budd, is a mistake; there is no such survey on record. The 440 acre survey made to Thomas Budd is a monumental survey, and probably included 600 or more acres, and as its title descended from Thomas Budd to his son John; Ladd called it John Budd's survey of 600 acres.



THE BEACH DRIVE.

Ladd says this 600 acre Budd survey then belonged to Andrew Steelman, the same as Deputy Surveyor Japhet Leeds had said in making many of the surveys hereinbefore mentioned.

The boundary lines of all these eleven surveys (except, perhaps, the 11 9-10 acres) could now be easily and accurately located upon the ground.

The title to the Thomas Budd survey descended to his son, John Budd, who, on the 9th day of June, 1726, threw it into 83 undivided shares or parts, and by deed of that date to the several persons herein-after mentioned, the number of shares set opposite the names of each, viz.: James Steelman, 18; Andrew Steelman, 4; Jonathan Adams, 7; John Scull, 6; Peter Scull, 6; Peter Conover, 9; John Conover, 6 $\frac{2}{3}$; Richard Risley, 11; Thomas Risley, 6 $\frac{2}{3}$; Edward Doughty, 8; Samuel

Gale, $\frac{2}{3}$ of 1—making in all 83 shares. This deed recites that Thomas Budd made a will wherein he devised this with other lands to his wife, Susan Budd, who had, previous to the date of this deed, granted to sundry persons therein named (principally those mentioned above), the right to gather red cedar lumber (probably for fence posts), and the privilege of pasturage.

The James Steelman, one of the guarantees above mentioned, was the first Steelman found of record as a resident of Egg Harbor.

THE STEELMAN FAMILY.

The title to a large part of the land on which Atlantic City now is, having originated in, and descended through the Steelman family, it may be interesting to know something of the early history of that family.

Starting with James Steelman, the first who, in 1695, bought large tracts of land on the main shore of Thomas Budd, it is found that in 1733, he made a will, which was proved on the 10th of January, 1734, in which he styles himself a "gentleman" of Egg Harbor. In this will he disposes of a large amount of valuable lands, and mentions of having before given to his sons, Andrew, John, Hance, James and Elias, plantations and other things of considerable value.

To his son Peter he gave his plantation whereon he then lived, lying on "Patconk" Creek, etc., and "all my cedar swamp and beach," and "all that tract of land and marsh that was bought of Peter Scull."

To his wife he gave the use of one-half of all his estate, including lands, cedar swamps, beaches, etc. As hereinbefore shown, Peter Scull also owned 6-83d's interest in Thomas Budd's survey, and whether or not James Steelman's purchase of Peter Scull included this 6-83d is not known, and in the absence of knowledge it will be assumed that it did not. James Steelman in his will mentions Katharine, his wife, and his children were Andrew the first, Hance the first, John the first, James the second, Elias the first, Susannah Kean, Mary Blackman, and Peter the first. Because of the perpetuation of the above family names, the sons are numbered, that it may be known which of them is intended in the following recital.

The last survey that Andrew Steelman the first made on Absecon Beach, was in 1734. His will was written in January, 1732, and proved in 1736. His children were Frederick the first, James the third, Peter the second, Andrew the second, Mary Somers, Judith Steelman, and Susannah Steelman. At the death of Andrew the first he owned at

least 4-83d's of the Budd survey, and the four surveys made to him on the beach. In his will he gives to his sons—Frederick the first, James the third, "Peter the second, and Andrew the third—"Absecond" beach, along with all his cedar swamp to be equally divided between them, and decrees that either might buy or sell to the other, but that neither should sell to any one else.

It is remarkable that Andrew gave "Absecond" Beach, not a part, nor all that he owned of the beach, but he gives the "beach." This cannot, however, mean that he owned the whole "beach," because his will was written in 1732, and in 1734 his brother Peter took title under his father's will to his father's part of the Budd survey, so that the four sons of Andrew the 1st took title to only so much of the Budd survey as their father owned, which, as of record, was the 4-83d's bought of John Budd.

Hance the 1st, the son of James the first, removed from Egg Harbor to Greenwich township, in Gloucester county, and there reared a family of children, whose names were James, Hance, Charles, John, and Daniel.

The will of Hance the first, was proved in 1760. James Steelman, the son of Hance the first, lived in Greenwich township, and was the father of several children, two of whom were respectively named John and Andrew, one of his three daughters married Daniel Sutherland, one of them married James Cade, and one married Isaac Layman. John and Andrew, sons of James, and grandsons of Hance the first, and great grandsons of James the first, moved from Greenwich to Weymouth township, near Tuckahoe, and there reared families. The will of this James the son of Hance the first, bears date 3d of April, 1786. The will of Peter Steelman the first, bears date the 16th of November, 1762, and was proved on the 10th of December of that year. By it he gave to his daughters Deborah and Susannah, all the right of "freehold whatsoever" he possessed at "Absequan beach." Who Deborah and Susannah respectively married, if at all, is not known to the writer. The children of Peter the first, were Isaac the first, Deborah and Susannah.

By the above, Deborah and Susannah, each owned 9-83ds of the Budd survey, and herein will be traced no further. Hannah, wife of Peter the first, was sole executrix to his will, and on the same day the will was proved, Japhet Leeds (very likely the old Deputy Surveyor), was appointed administrator to the estate of Hannah Steelman. On the 12th of April, 1774, Frederick Steelman the first, was appointed guardian of the person and property of Elias Steelman the first. On the 12th of December, 1775, Sarah Steelman was appointed to administer upon the estate of Peter Steelman the second. The will of John Steelman the first, was proved 11th of August, 1775. The names of his children are not given. The writer has no knowledge of the

history of James the second ; the indications are that he may have gone with his brother Hance into or near Greenwich township. The four Steelman surveys, together with such parts of the Budd survey as Andrew the first died seized, became the property of Frederick the first, James the third, Peter the second, and Andrew the second, under the operation of their father Andrew's will. Andrew the first, in his will suggested either of his said sons might buy or sell of the other, and this was most likely done, but the writer has seen no evidence of such record. It will therefore be supposed that each died the owner of the undivided fourth as received from their father Andrew. The will of Frederick Steelman the first, bears date the 23d of March, 1773, and was proved April 29th, 1778. He gave to his sons Frederick the second, and Andrew the third, all the lands and marsh he possessed on "Absequan" beach. Sarah was the wife of Frederick the first, and executrix to his will. It was either she or her daughter Sarah, (probably) who in December, 1775, was as aforesaid appointed to administer upon the estate of Peter Steelman the second. The names of the children of Frederick the first, James the fourth, Frederick the second, Andrew the third, Sarah, Abigail, Judith, Mary, Hannah and Rachel. To Elias, the son of Abigail, he gave the half of a survey he bought of Samuel Cotton, over near Price's Mill. To his oldest son James the fourth, he gave his saw mill on Gravelly Run, and all the surveys and lands belonging to him near that place. Judith, the daughter of Frederick the first, and granddaughter to Andrew the first, and great granddaughter to James the first, intermarried with Jeremiah Leeds, who subsequently became the owner of all the land now "Atlantic City," except the Chamberlin tract, but under her father's will she acquired no title to beach lands.

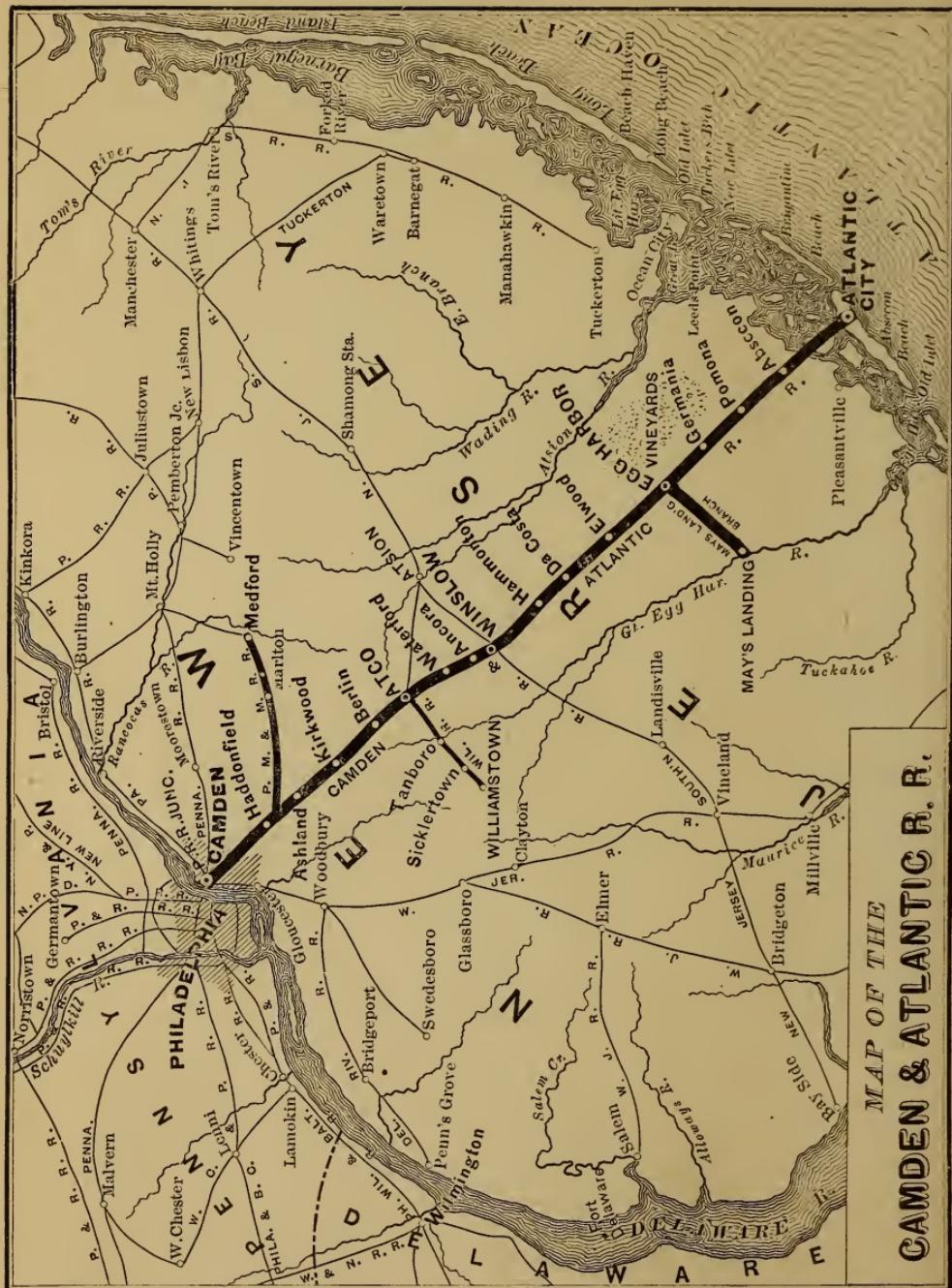
Andrew, the third, died intestate, without children. His real estate descended to his brothers and sisters, whose names are hereinbefore stated. Under the laws of the state then operative, the brothers are supposed to have inherited twice that of each of the sisters, and as there were two brothers and six sisters, the share of Andrew, the third, would have been divided into ten parts, whereof James the fourth, would have had two, and Frederick the second, would have had two, and each of the six sisters one. Henry Smith married Sarah, one of the daughters of Frederick Steelman the first. Peter Steelman, probably, married Rachel, another one of those daughters. Frederick the first, owned one-fourth of the interest of Andrew the first, on the Beach and that quarter. Frederick the first, gave to his sons, Frederick the second, and Andrew the third, equally, so that each owned one-half of one-quarter, or one-eighth, of what Andrew the first, owned. Upon the death of Andrew the third, Judith, his sister, inherited one-tenth of such property as Andrew the third, died seized. Charles Steelman, the son of Hance the first, of Greenwich town-

ship, settled on a farm at what is now the deserted hamlet of Emmelville, on the road between the villages of May's Landing and Weymouth. He had no interest in Absecon Beach. His will was proven in February, 1779, wherein he mentions his wife, Mary, and his children, Barbary, John, David, Gortery, Mary, Margaret and Phebe. The will of Frederick the second, was made in June, 1782, and proved November 6th, 1782. Among other things, he gave to his sons, Enoch and Frederick the third, all his lands, marsh, and under swamp and beach, to be equally divided. The children of Frederick the second, were Enoch, Frederick the third, Sarah and Leah.

By recitals hereinafter, it will appear that the beach lands of Frederick the third, were signed by Sheriff Duny, and in 1783 sold as the property of Frederick, deceased. If this sheriff's title was sound, Enoch and Frederick the third acquired no title to beachlands. If the sheriff's title was not sound Enoch and Frederick the thid each owned 1-16th of what Andrew the first owned. For the purposes of this history, the question will be left unsettled, by supposing that whatever title Enoch and Frederick the third so acquired was lost in them, and shall trace the sheriff's title into Jeremiah Leeds. On the 22nd of January, 1788, Ebenezer Adams was appointed to administer upon the estate of Elizabeth Steelman, and at the same time he was made the guardian of Jemina, John and Andrew Steelman, but who Elizabeth Steelman and these her children were, is not by the writer known, they may have been some of the Greenwich or Weymouth township Steelmans. Zepheniah Steelman and Andrew Steelman may have been of that branch of the Steelman family, of whose estates Rebecca Steelman was appointed to administer in February, 1790, and James Stratton was made the guardian of an Andrew Steelman on the 16th of March, 1796. The will of Nicodemus Steelman of Weymouth township was proved in November, 1799. The name of his wife was Hannah, and his children were Mary, Martha, and Experience. On the 28th of January, 1799, James Steelman was appointed guardian of Jeremiah or Jemina Steelman. James Code, of Greenwich township, was appointed guardian of James Steelman on the 18th of March, 1803.

The last few references are given to show the similarity between the names of the Greenwich and Weymbuth township families of Steelmans and those of Egg Harbor. By deed bearing date 1801 of record in the clerk's office of Gloucester county, at Woodbury, in book E of deeds, page 106, it seems that Zepheniah Risley, Thomas Risley, John Risley, Leeds Risley, Rebecca Risley and Polly Risley, were the heirs at law of Thomas Risley, their father, and by will of George Mires and Esther his wife, to William Chamberlin, dated 1805, it appears that the said Esther was also one of those heirs. Whether or not the Thomas Risley, Sr., heirs mentioned, is the identical Thomas Risley

MAP OF THE
CAMDEN & ATLANTIC R. R.



hereinbefore mentioned as one of the grantees, wherein John Budd was grantor is not known, probably not, though a descendant.

By deed bearing date the 5th of December, 1801, of record at Woodbury, in book G of deeds, page 395, wherein Andrew Steelman, of Weymouth township, conveys certain lands to George Ireland, it is recited that John Ladd made a will and devised his real estate to his wife Hannah Ladd, who by her will dated 5th October, 1792, devised certain of such lands to Samuel Mickel. No search has been made to discover how those wills affected, if at all, the title to the two Ladd surveys on Absecon beach hereinbefore recited.

John Steelman and Andrew Steelman, of Weymouth township, and others of the children of James Steelman late of Greenwich township, by deed dated August 28th, 1802, of record at Woodbury, in book F of deeds, page 300, etc., divided certain lands among themselves, and by a similar deed dated in 1804, there was a division of certain other lands of the said James Steelman.

THE JEREMIAH LEEDS PURCHASES.

By deed bearing date the 7th of June, 1804, recorded in the Clerk's office of Atlantic county, on the 27th of February, 1854, in book H of deeds, page 67, &c., for the consideration of \$98 therein mentioned, James Steelman the fourth, Henry Smith and Sarah the wife of Henry and the sister of James, with Peter Steelman and Rachel his wife, conveyed all the title of the grantors in and to beach lands to Jeremiah Leeds. A more extended search would very likely show whose son the Peter Steelman above mentioned was, as it is, the writer does not know.

In a deed dated the 6th of March, 1805, of record at Woodbury, in book K of deeds, page 324, wherein Reuben Clark conveys to Jeremiah Leeds a certain piece of land on Absecon Beach which is described as beginning at William Chamberlin's line and runs thence the whole length of "Joseph Ireland's or Jeremiah Leeds' plantation," containing 25 acres, being all the right of the said Clark be the same more or less; it is recited that said beach land was conveyed to James Ireland, and by him conveyed to his son Joseph Ireland, and by him conveyed to Reuben Clark. The description of the lot so conveyed is such as to lead to the belief that it is a part or the whole of the "Garter survey" made to Daniel Ireland for 34 acres.

By the above, it seems that Jeremiah Leeds, then in 1805, owned a plantation on the "beach," which plantation had before been owned

by one of the Irelands, whose name had attached thereto, and that Leeds had then lived there only so short a time, as that it was called by the names of both.

James Conover, Joseph Conover, John Conover and Enoch Conover, by their deed bearing date the 5th of July, 1805, of record at Woodbury, in book K, of deeds, page 329, &c., conveyed to Jeremiah Leeds 48 acres of Absecon Beach lands, being part of sundry tracts belonging to the estate of Frederick Steelman the first, deceased, and by him bequeathed to his sons Frederick the second, and Andrew the third. This deed recites that the part belonging to Frederick the second, was seized by Thomas Denny, Sheriff, and by him sold to Thomas Rennard by deed dated 7th July, 1783. That Thomas Rennard by deed dated 2d August, 1783, conveyed the same to Joseph Conover, the father to the grantors in this last mentioned deed, and that from Joseph Conover, the title descended to said grantors.

If this last-mentioned deed conveys title as against the will of Frederick the first, Jeremiah Leeds got title under it to one-eighth of all the Absecon Beach lands of which Andrew Steelman the first died, seized.

In the deed last aforesaid, it is recited that the land so conveyed is "to be laid out adjoining the lands of Edmund Cordery, and to run the whole breadth of the beach and meadow in a straight line as near as may be," by which it appears that Edmund Cordery had some interest in Absecon Beach, and that there had been some division, or some attempt at a division. The expression, "the whole breadth of the beach," grew out of the fact that Andrew Steelman the first, owned an undivided interest in the Budd survey that laid along near the sea front, beside owning the meadows between that survey and the thoroughfare, and as Frederick the first owned one-eighth of what Andrew the first owned, the purpose of the Sheriff was to seize and sell the said Frederick's interest, in the whole width or "breadth" of the beach.

By deed of record at Woodbury, in book Z, of deeds, page 424, bearing date March, 1807, Jeremiah Leeds bought one acre of land, apparently for a building lot on the main shore, by which it might be inferred that Jeremiah Leeds had not, in 1807, become a fixed resident on the beach, although the deed from the Conovers, in 1805, would seem to indicate that his name, at least, attached to the beach plantation which could not have been under so small an ownership of paper title as is hereinbefore shown, without actual possession by occupation. By all of which it will be seen that the exact time of his actual, continuous occupation has not been gathered from the records, though it may be reasonably inferred that occupation by limited stops, perhaps, at first began in about 1795, and that in about 1800, he, with his family, was a fixture upon the beach.

In a deed, dated the 27th of June, 1814, of record at Woodbury, in book 7 of deeds, page 125, &c., whereby James Smith and others conveyed certain lands on the main shore to Peter Steelman and Jeremiah Leeds, a considerable interesting history of the Steelman family and titles is recited, from which much confirmatory information has been drawn ; and further information of like character has been drawn from a deed of record in said office, in book J. J. of deeds, page 35, &c., wherein James Steelman, Jeremiah Leeds and *Judith* his wife, and others, are grantors, and Henry Smith is grantee ; and additional information, from a deed dated 1830, of record in said office, in book A 3 of deeds, page 36, &c., wherein Jeremiah Leeds and *Amelia* his wife, are grantors, and Jesse Steelman is grantee, in which, with other lands, the said 1 acre lot is conveyed.

The “*Amelia*” in this last mentioned deed is believed to be a mistake, as it is known that the name of Jeremiah Leeds’ last wife was *Milicent*, and as Jeremiah died between the years 1830 and 1839, it is not probable that in 1830 he had a wife by the name of “*Amelia*. ”

On the 10th of September, 1814, by deed of that date, Samuel Doughty conveyed to John Black, among other lands, “the undivided right or share, dividend or dividends, on Absecon Beach, of that tract formerly conveyed to Thomas Budd,” describing the Budd survey of 440 acres ; which “share or dividend, undivided, with other lands the said Samuel Doughty may be entitled to by his brothers, Edward and John Doughty, or in any way or manner whatsoever,” except such as had been conveyed by his father, Edward Doughty.

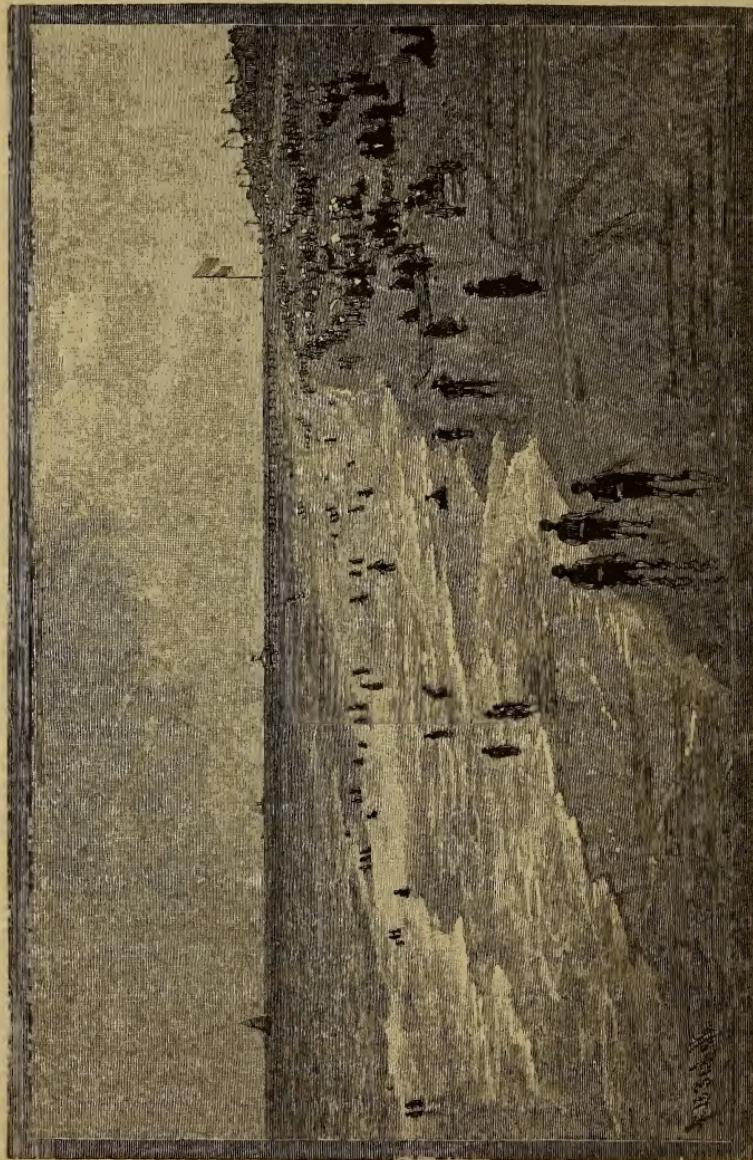
On the 5th of February, 1815, John Black conveyed to Jeremiah Leeds, by deed of that date of record at Woodbury, in book W of deeds, page 226, all the land so as aforesaid conveyed to Black by Samuel Doughty. Edward Doughty, the father of Samuel, owned eight shares in the Budd survey ; and, supposing Samuel to have inherited the whole of this, the title passed from him into Black, and thence into Jeremiah Leeds.

On the 1st of April, 1816, Jeremiah Leeds, by deed of that date of record at Woodbury, in book D D of deeds, page 53, &c., leased to John Black, for a term so long as Black or his assigns should use the same for the manufacture of salt, a lot of ground on the north-east end of Absecon Beach particularly described, wherein it is recited that “the land being a part of my plantation whereon I now reside,” with the privilege of erecting a dwelling-house and salt-works, and of pasturing two cows and team for the works.

Here we find a positive declaration that in 1816 Leeds dwelt upon his beach plantation, by which we find it of record that he claimed to own the whole plantation.

By deed dated the 20th of April, 1816, of record at Woodbury, in book Z of deeds, page 149, &c., Enoch Risley and wife conveyed to

Jeremiah Leeds all of Enoch's right, title and interest to a survey called the "Old survey" on Absecon Beach which descended by heirship to Enoch Risley from Samuel Risley under a purchase of undivided



MOONLIGHT ON THE BEACH.

rights. "Also a right of 14 acres of what is called *Lad's* survey by deed from *Hannah Lad*, widow of *John Lad*, to *Samuel Risley*," and descended to the said Enoch as aforesaid.

The "old survey" above referred to means the Thomas Budd survey of 440 acres, and the "undivided rights" has reference to a part or all of such shores as either Richard or Thomas Risley, or both bought of John Budd in 1726, and which had descended by heirship from one to the other, or both of them to the said Enoch Risley. The reference to a part of the Ladd survey indicates that Hannah Ladd, the widow of John Ladd, had conveyed a part of those surveys to Samuel Risley, from whom it descended to Enoch.

On the 2nd of April, 1817, Jeremiah Leeds bought land on the main shore of James Conover; and again on the 13th of June, 1822, by deed of record at Woodbury, in book J. J. of deeds, page 320, &c., wherein David Price, Joshua Price, Jonathan Hacket, Leah Hacket and Clement Ireland are grantors as heirs at law of Andrew Steelman, deceased, and Jeremiah Leeds and Peter Steelman are grantees, and in which certain shore lands are conveyed much interesting history, further confirmatory of the information herein recited. Jeremiah Leeds bought main shore lands of Enoch Conover, on the 4th of October, 1823. On the 6th of January, 1830, by deed of that date of record at Woodbury, in book Z Z of deeds, page 187, &c., John Conover and Cumfurt, his wife, and Isaiah Conover and Barbary, his wife, conveyed to Jeremiah Leeds the 100 acres hereinbefore recited as having been surveyed to Peter Conover, under whom the grantors claim title.

THE SOMERS' AND STEELMANS'.

By the foregoing it will be seen that James Steelman, who seems to have been the founder of the numerous Steelman families in this vicinity, bought large tracts of land of Thomas Budd in 1695, and it happens to be within the knowledge of the writer that John Somers, who was the first settler at Somers' Point, and who also bought large tracts of land at that place of Thomas Budd in 1695, was the founder of the numerous families by that name, who now not only inhabit this part of the Jersey coast, but whose name and progeny is numerous in most of the States of the Union. Indeed, so honorable is their name and fame, and so numerous are the descendants of these two families, who were contemporaneous and among the first—if not the first—settlers in this part of Jersey, that it is no hazard to venture to assert that the blood of either one or the other, and in most cases of both of these families, courses the veins of all who have lived continuously during the last twenty years on the main shore between Somers' Point on the great Egg Harbor river and Leeds' Point on the Little Egg Harbor river. There were, and still are, several other such families

among them, viz.: the Risley's, Doughty's, Scull's, Adams', Leeds', and Conover's.

No attempt has been made herein to more than glance at the history of the Steelman family from James in 1695, to a portion of his descendants as they appear of record in about the year 1800, the purpose being more particularly to recite with some pretence of detail such of the records as bear upon the title to lands within the limits of Atlantic City.

As to the title to the Budd survey, so far as shown in this recital, the shares of the following named grantees in the John Budd deed, were lost in them or their heirs or assigns, viz.:

In all making the whole survey 83 parts, of which Jeremiah Leeds owned a paper title to about 1-5th.

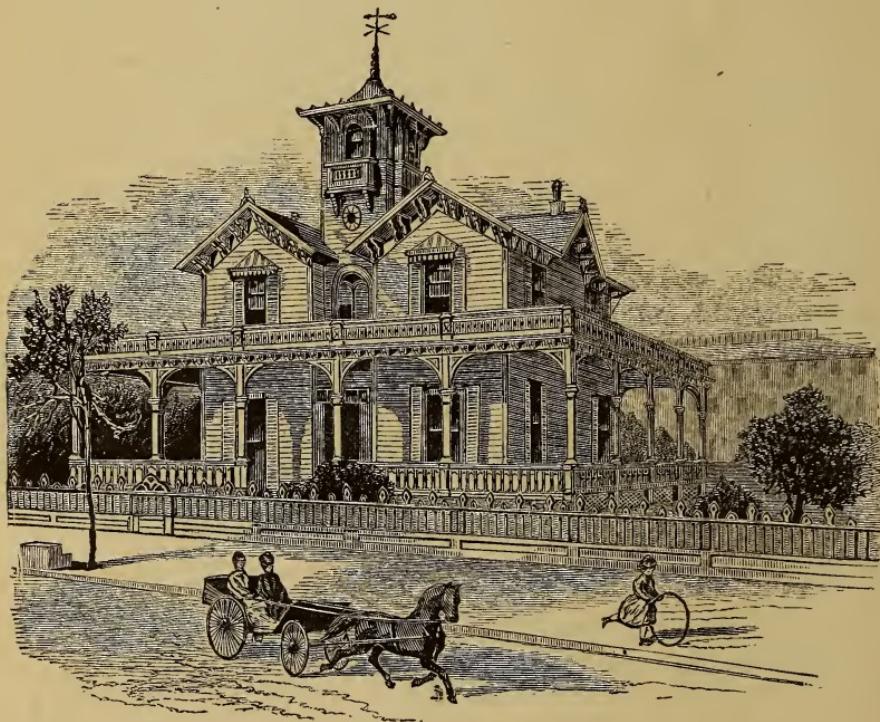
The 49 acre survey made to Amos Ireland is probably a part of the 131 acres known here for nearly a century as the Chamberlin tract, which will hereinafter be more particularly described or referred to.

The most if not the whole of the Daniel Ireland or "Garter survey" of 34 acres was conveyed to Jeremiah Leeds by the deed from Reuben Clark. The title to the four or five Steelman surveys became the property of Frederick the first, James the third, Peter the second and Andrew the second. The share of Frederick the first descended to Frederick the second and Andrew the third, each of whom then owned one-eighth of those surveys. Frederick the second willed his 1-8th to his sons Enoch and Frederick the third, and if the title passed under this will Enoch and Frederick the third then owned 1-16th of all those surveys, and was lost in them or their heirs or assigns; but if the share of Frederick the second passed under Sheriff Denny's deed, it became the property of Jeremiah Leeds, who took title to 1-8th of those surveys. Andrew the third died intestate, without children. His 1-8th title vested in his two brothers and six sisters. 2-10ths of this title became the property of Jeremiah Leeds through Sheriff, Denny. 1-10th came to Judith Leeds, the wife of Jeremiah Leeds, and 4-10ths came to him by virtue of the deed from James Steelman and others, making 7-10ths of the share of Andrew the third, or 7-10ths of 1-8th = 7-80th of all the Steelman surveys. The other 3-10ths of the share of Andrew the third was lost in his sisters Abigail, Mary and Hannah, each of whom owned 1-10th of 1-8th = 1-80th of the whole.

Therefore Jeremiah Leeds apparently owned of the Andrew Steelman surveys 1-8 = 10-8 x 7-80 = . . .	17-80	of the whole.
There was lost in Abigail or her heirs or assigns	1-80	of the whole.
There was lost in Mary or her heirs or assigns	1-80	of the whole.
There was lost in Hannah or her heirs or assigns	1-80	of the whole.
Making the whole of the share of Fred- erick the second	—	1-4 of the whole.
There was lost in James the third, his heirs or assigns . . . . .	.	1-4 of the whole.
There was lost in Peter the second, his heirs or assigns . . . . .	.	1-4 of the whole.
There was lost in Andrew the second, his heirs or assigns . . . . .	.	1-4 of the whole.
Making the whole of all the Steelman surveys.		

Part of the Ladd surveys was conveyed to Jeremiah Leeds by deed from Enoch Risley, hereinbefore mentioned.

So that in 1833, at the time of the death of Jeremiah Leeds, he owned as of record, as hereinbefore shown, 1-5th of the Budd survey; of the Steelman surveys about 1-4; of the Conover 100 acre survey, the whole; a large part or the whole of the Daniel Ireland survey of 34 acres, and a part of the Ladd surveys.



ONE OF PIONEER COTTAGES—OWNED BY MR. THOS. C. HAND.

For want of time, little has been spent in making researches for their ancient titles. A much more extended search would very likely lead to the discovery of errors in the foregoing, and in all probability lead to the further discovery of a much larger paper title in Jeremiah Leeds to these beach islands than is hereinbefore recited, and possibly to the discovery that of record he owned the whole. It is asserted and believed true that at the time of his death he had in his possession a great number of unrecorded title papers, none of which has the writer ever seen.

LEEDS' POSSESSION OF THE ISLAND.

However this may be, it is a recited fact of record that in 1805, Jeremiah Leeds owned the plantation on Absecon Beach, and a further fact of record, that in 1816, and probably five or ten years sooner, he actually lived upon, and as a residence, claimed to own, and in fact, cultivated said plantation, and that the lands so claimed by him included all the land on Absecon Beach, lying to the eastward of the Dry Inlet, except the 131 acres hereinafter recited, called the Chamberlin tract.

His paper title to large undivided interests. His claim to the whole. His actual, undisturbed and continuous possession by him and his assigns for more than seventy years, adverse to and within the knowledge of all other owners of title, if any there were or are, in all probability, under the statutes of New Jersey, conspire to establish a sound and thoroughly secure title in Jeremiah Leeds to all the lands so as aforesaid claimed by him.

Jeremiah Leeds died intestate, leaving several children as heirs-at-law. In the year 1839, at the July term of the Orphan's Court of the County of Atlantic, upon the application of Jesse Steelman, Joseph Garwood, Japhet Leeds and John A. Clement were appointed commissioners to divide the real estate of which Jeremiah Leeds died seized. In that application it was recited that the names of the said children were Ruhama, wife of Joseph Conover, Rachel, wife of Jesse Steelman, Andrew Leeds, Judith Leeds, Chalkley Leeds, and Robert Leeds, and that the last two were minors. This application and the proceedings thereunder are to be found of record in the Surrogate's office of the County of Atlantic, in book "A" of boundaries and divisions, page 18, &c., by which it may be seen that lots 1 and 2 were set off to Ruhama Conover. No. 1 is upon the main shore, and is recited as containing 50½ acres. No. 2 is beach land. It is particularly described and is recited as containing 185 acres more or less.

There is a map attached to the Report of the Commissioners, and lots 3 and 4 on that map, being particularly described in said report, were set off to Rachel, the wife of Jesse Steelman. No. 3 is on the main shore, and is recited as containing 66 acres. No. 4 is on the beach and is recited as being on Andrew Steelman's survey, but in fact it is the Daniel Ireland survey of 34 acres called the Garter survey. Lot No. 5 on said map is also particularly described in said report, and was set off to Andrew Leeds, and is recited as containing 347 acres more or less. Lot No. 6 on that map is particularly described in said report and was set off to Judith Leeds, and was recited as containing 234 acres more or less. Lots No. 7 and 8 on said map are particularly described in said report. No. 7 is recited as containing 40 acres more

or less, and lot No. 8 as containing 136 acres more or less, and were set off to Robert B. Leeds. Lot No. 9 on said map is particularly described in said report and was set off to Chalkley S. Leeds, and is recited as containing 217 acres more or less.

The Commissioners certify in their Report that the lands so divided and described are all the lands of the late Jeremiah Leeds, in the County of Atlantic, of which they could make division. The Report bears date 3d of January, 1840, and was approved by the Court on the 20th of April of that year.

On the 31st of March, 1849, by deed of that date of record, in the clerk's office, Atlantic county, in book F of deeds, page 611, &c., Andrew Leeds conveyed to his son, John Leeds, four lots, therein particularly described.

The first lot is recited as containing 91 acres, being a part of lot No. 5, on said map of division. The second lot is the undivided one-third part of all the salt meadows belonging to the said Andrew Leeds, lying to the northward of said lot No. 5. The third lot is the undivided one-twelfth of the 45 acre survey, hereinbefore mentioned as having been made to Samuel Cowley and others. The fourth lot is the one-sixth of a 13 25-100th acre survey, recited as having been made to Jesse Steelman, and others. The fifth lot is the undivided one-eighteenth part of a 179 50-100th acre survey, made to Daniel B. Smith.

The title to the last three lots abovementioned in nowise affects title to land in Atlantic City.

On the day of the date of the deed last abovementioned, by deed of that date of record in the said book, page 607, &c., Andrew Leeds conveyed to his son James five lots; the first being a part of lot 5 in said Commissioners' Report, and recited as containing 142 acres more or less.

Lots 2, 3, 4, and 5 in this deed to James Leeds, are described the same as lots 2, 3, 4, and 5, respectively, in the deed from the said Andrew Leeds to his son John. And on the same day that Andrew Leeds conveyed to his sons John and James, he by deed of record in said book, page 609, &c., conveyed five lots to his son Steelman Leeds. The first lot being the balance of said lot No. 5 in said Commissioners' Report, therein recited as containing 216 acres more or less. Lots 2, 3, 4, and 5 are described the same, respectively, as lots 2, 3, 4 and 5, in the said Andrew Leeds' deeds to his said sons John and James, respectively.

THE CHAMBERLIN TRACT.

On the 12th of August, 1852, by deed of that date of record, in said clerk's office, in book G of deeds, page 907, &c., Thomas Chamberlin and wife, Joab Chamberlin and wife, and Frederick Chamberlin

and wife, conveyed a lot, therein particularly described as containing 131 acres, more or less, to one Francis McManus. In which deed it is recited that James Ireland, by deed bearing date the 13th of September, 1787, and Thomas Latham, by deed dated 20th September, 1790, and Christian Holscom, by deed dated 1st September, 1791, conveyed the said lot to Thomas Chamberlin the first; and that the said Thomas Chamberlin, by will bearing date the 8th day of September, 1849, devised the whole of said 131 acres lot to his three sons, the said Thomas, Joab, and Frederick. This lot of 131 acres has for more than a century been known as "The Chamberlin Tract." The origin of the bounds of this 131 acre lot has not been discovered by the writer. The family names of Thomas and Frederick suggest the probability that the Chamberlins were maternally connected with the Steelman family, and that as such they were owners of interests in beach lands in common with Ireland, Latham, and Holscom, and that they agreed to divide by lines, which, in part or in whole, gave rise to the description copied into the McManus deed.

FIRST PURCHASE BY THE LAND COMPANY—\$17.50 PER ACRE.

Ruhama Conover, James Leeds and wife, Richard Hacket and Judith his wife (late Judith Leeds), Robert B. Leeds and wife, John Leeds and wife, Chalkley S. Leeds and wife, Mark Reed and wife, by their respective deeds, each bearing date the 7th of December, 1852, and one other deed, dated the 12th of February, 1853, all of them of record in the said clerk's office, in book G of deeds, conveyed to Jonathan Pitney and Enoch Doughty, representing the Camden and Atlantic Land Company, certain lands particularly described in said several deeds at the rate of \$17.50 per acre.

The one from Ruhama Conover conveys a lot of 99.56 acres more or less, the same being a part of lot No. 2 on the map in said Commissioners' report, and a part of other and adjoining lands of the said Ruhama.

The one from James Leeds conveys a lot of 39.40 acres more or less, the same being a part of the lot conveyed by Andrew Leeds to his son, the said James.

The one from Richard Hacket and wife conveys a lot of 59.10 acres more or less, the same being part of lot No. 6 in said Commissioners' report.

The one from Robert B. Leeds conveys two lots of 39.55 acres and 16.39 acres more or less, being respectively part of lots 7 and 8 in said Commissioners' report.

The one from Chalkley S. Leeds and wife conveys two lots containing respectively 34.60 acres and 20.30 acres, the same being parts of lot No. 9 on said map in said Commissioners' report.

The one from Mark Reed and wife conveys a lot containing 186 $\frac{1}{2}$ acres more or less, the same being lands conveyed to the said Reed by deed bearing date the 22d of May, 1842, from Rachel Steelman,



NORTH CAROLINA AVENUE.

The other from Mark Reed and wife conveys a lot containing 200 acres more or less, the same being part of the same land that Sarah Hopkins and Samuel Mickel conveyed to James Leeds by deed bearing date the 29th of June, 1810, of record at Woodbury, in book O of

deeds, page 117, &c., and which, upon the death of James Leeds who died intestate without children, descended to his brothers and sisters, Andrew Leeds, Ruhama Conover and Rachel Steelman as heirs-at-law. Rachel, by deed dated the 22d of May, 1843, conveyed her interest in the same to Mark Reed, by deed of record in said Clerk's office in book D of deeds, page 338, &c. Joseph Conover and Ruhama his wife and Andrew Leeds conveyed to the said Mark Reed, by deed dated 10th of June, 1843, of record in said office, in book D of deeds, page 338, &c.

On the 10th day of February, 1854, by deed of that date, Enoch Doughty and Jonathan Pitney conveyed to Isaac S. Waterman, all of the aforesaid ten lots of land so as aforesaid conveyed to them, and by deed dated the 11th of August, 1854, Milicent Leeds, widow of Jeremiah Leeds, deceased, conveyed to Isaac S. Waterman and to the Camden and Atlantic Land Company, her right of dower in so much of the land aforesaid as Jeremiah Leeds died seized of.

Isaac S. Waterman, by deed of September 28th, 1854, conveyed to the "Camden and Atlantic Land Company," a corporation under the laws of the State of New Jersey, all of the land so as aforesaid conveyed to him.

Francis McManus and wife, by deed bearing date, 30th of April, 1853, conveyed the Chamberlin tract of 131 acres, to William Neleigh and John G. Michener.

DEDICATION OF LAND FOR STREETS.

The deed by which the streets of Atlantic City, as delineated on a certain plan or map, on which map the deed is endorsed, is dated the 15th of April, 1853, and is signed by all the principal owners of land, at that time being thirteen names in all. It is of record in said clerk's office, in book H, of deeds, page 177, &c., but as the map is not recorded, the record is imperfect. The original has, therefore, lately been filed in said office, with several copies of the same.

Robert B. Leeds and wife, by their deed bearing date the 7th day of December, 1853, conveyed to John G. Michener, John P. Rhodes and William Neleigh, a lot of 2 36-100 acres ; the same being a part of lot No. 7 or 8, on the map in said Commissioners' report.

By deed dated 19th of October, 1854, William Neleigh and wife, conveyed the undivided half part of the Chamberlin tract of 131 acres to John G. Michener, and by deed of same date the said Neleigh conveyed his interest in the 2 36-100 acre lot to the said Michener, and by deed bearing date the 19th of January, 1855, John P. Rhodes conveyed to Ann W. Frink, his interest in the said 2 36-100 acres.

There is a deed of record in the clerk's office, of Atlantic County, in book G of deeds, page 438, which deed bears date the 22d day of February, 1855, whereby Andrew Leeds undertook to convey to his son, John Leeds, the same lot of 91 acres, as Andrew had before conveyed to him by deed dated 31st March, 1849.

Under the title as hereinbefore stated, with such modifications, corrections and amplifications, as a more careful study might prove to be necessary for strict accuracy, the several large tracts of land hereinbefore mentioned, have been subdivided and conveyed during the last thirty years, until at present there are probably 2,500 or 3,000 owners of real estate in the city."

POPULATION DURING THE REVOLUTION.

At the time of the Revolutionary war, the population consisted of the families of Daniel Ireland, Wm. Boice, and one Stibbs. These men, like Ethan Allen, believed in God and the Continental Congress. A company of refugees came to the island one night and took Stibbs from his home, blindfolded him and compelled him to accompany them and render service while they robbed uncle John Winner, a good old patriot, on the mainland.

Three or four caves showing indisputable signs of occupation by man, have been discovered in the hills of this island. Dr. Reed's history gives the following account: "The mouth of a cave can yet be seen below Dry Inlet, where Wm. Day, a deserter from our army in the second war with England, found a safe retreat from his pursuers. The furrows of his plow are traceable in the little patch of soil that he cultivated near the marsh. After the ratification of peace, the subterranean home was abandoned to the bats and foxes, and he went in search of a gentle sharer of his lot and a more congenial abode. As is the general case when young men devote their energies to this end, he achieved success and secured that crowning favor which is as

"Perfect music to noble words."

With the tying of the nuptial noose, as in most instances, terminates all that is interesting in his career."

THE FIRST PERMANENT SETTLER.

It is agreed upon by all that Jeremiah Leeds was the first permanent settler, though there is some difference as to the exact date of first settlement. His eldest living son, Chalkly S. Leeds, present City Treasurer, is of the opinion that it was about the year 1783. The history of his various purchases are recorded in the list of land titles

herein published. It is conceded that at one time he owned the island save the Chamberlin tract comprising about 131 acres. For many years he was its only permanent occupant. He first erected a home near where the Island House now stands, but later moved it to the foot of Massachusetts avenue, on the margin of a road that for many years was the main highway from the inlet to Hill's Creek. Here he cleared a farm which afterwards became known as "Leeds' Plantation." The Atlantic House, the residence of Senator Gardner, and a half a hundred cottages are now on the site of this "plantation." The crops were chiefly corn and rye. The abundance of the harvest is indicated by the saying of the shallopmen, who came here for grain, that they were "going down to Egypt to buy corn." He gave considerable attention to the raising of stock, and as an item to denote the changes in the times he made willing sales of three-year-old steers for the small sum of eight dollars. As late as 1835, he only paid fifty-four cents a day for labor. Here the old pioneer tilled the soil long before the whistle of the locomotive sounded in these quarters. He was content with the world and yearned for none of its follies.

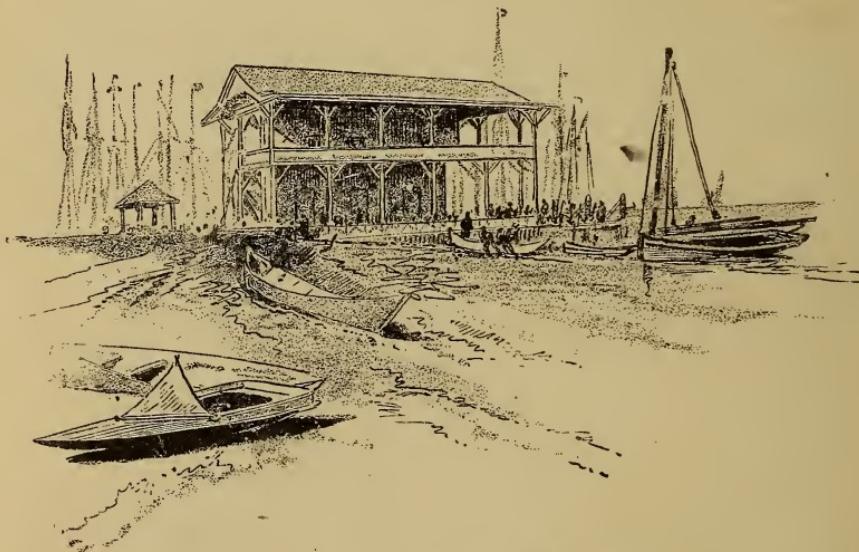
"Happy the man whose wish and care,
A few paternal acres bound,
Content to breathe its native air
In his own ground."

FISH AND GAME.

Fish and game were abundant then. As an illustration we will quote from a paper by Mr. R. B. Leeds, son of Jeremiah, read before the Literary Association in this city, on Saturday evening, December, 1875:

"I will tell you of some big shots said to have been made by former sportsmen. One gunner, I have been told, killed seven black ducks and three muskrats, all at one shot. Another killed twenty-six black ducks, and they were all drakes except one, and that was a loon. I can recollect more than forty years back, but I do not remember when those big shots were made. Perhaps it was in 1828, the year old Hickory was first elected President of the United States. One more noted man, Mr. President, and I am done with the ancients. He killed a mess of birds and a mess of ducks, caught a mess of fish, caught twenty bushels of oysters, and whipped a man, all before breakfast."

At that time immense flocks of snipe and ducks settled in the ponds which were numerous on the Island. Many wild ducks have been killed where the United States Hotel and Congress Hall now stand. A big pond in the rear of where Schaufler's Hotel now is, was a favorite resort for snipe. The territory between Maryland and South Carolina Avenues, from Atlantic Avenue to the meadows, was known as "Squawk Town," from the numberless flocks of squawks which nightly roosted there. The land was low and swampy and covered with an undergrowth of small trees, vines and briars that made the place almost inaccessible to man. Ryan Adams, who settled here in 1833, at an entertainment given in this city, gave an amusing account of his adventures in this habitation of the squawks.



AT THE INLET.

He said that he gathered there on one occasion a half of a bushel of eggs. Mr. Jeremiah Leeds fired into a flock and killed forty-eight of them. A few years prior to this a number of rabbits and quail were liberated. The rabbits multiplied rapidly and became noted for being different from the rest of their species, in that none of them were ever trapped or snared, showing either a superior sagacity or a plentiful supply of food. Foxes burrowed in the hills, and minks, muskrats, loggerheads, terrapins and snakes—black snakes, garter snakes and adders, and hop toads, were in the list of fauna. It is remarkable that there never were any lizards or bullfrogs. Water fowl were as

thick as flies in summer. Peter Adams, a son of Ryan Adams, killed twenty-one wild geese in Rainbow Bay. The meadows resounded with the cackle of the mud hen, and their eggs, a half a century ago, were gathered on the meadows by the peck. Willets, plover, gray backs, bulls eyes, yellow legs, tell tales, etc., were shot on the meadows skirting the city, and taken home in a wheelbarrow. Guuning and fishing was largely the means of livelihood. As they repaired to the bay the fishermen of that early time could appropriately sing :

"There we'll drop our lines, and gather
Old ocean's treasures in,
Wher'er the mottled mackerel
Turns up a steel-dark fin.
The sea's our field of harvest,
Its scaly tribes our gain,
We'll reap the teeming waters
As at home they reap the plain."

SALT WORKS.

In 1812, during the war, salt works were established at the inlet, and were in successful operation for more than twenty-five years. The average yield of salt, when properly attended, was eight hundred bushels per annum. A neglect of the works led to litigation, and this, to the inevitable sequence of ruin and destruction.

BEACH PARTIES AND THE FIRST BATH HOUSE.

Long before the building of the railroad the young people of the mainland came here in what they termed "Beach Parties." Dr. Reed gives the following amusing account of one of these excursions : "They came in boats, and as they rounded 'Rum Point,' (in the inlet), they hoisted their flags at mast-head to signal to Aunt Judith Ryan the preparation of dinner. Down on the beach at low tide they danced to the strains of Fisher's hornpipe, discoursed by a single fiddle. There was none of your mincing or smirking, but genuine earnestness—a regular jump up and down, cross over Jonathan and figure in Jemima terpsichorean fling ! At high tide they bathed. The hilarity of the occasion culminated when the young men carried the blushing and screaming maidens to the tops of the steep sand hills, and tying their feet together rolled them down to the water's edge

Where shall we find in the refinement of the present age compensation for the loss of this rude jollity? They had no bath-houses, but went among the hills to disrobe. This was inconvenient, and some liberal spirits ordered Uncle Ryan Adams to build them one. When they came again they started down to take a dip in the breakers, and when nearly there it occurred to one of the party that they had not procured the key to the bath-house. A halt was made and a messenger sent for it. He returned saying there was no lock on the door. They resumed their march and found to their dismay that the new building was a frail open-work structure of brush."

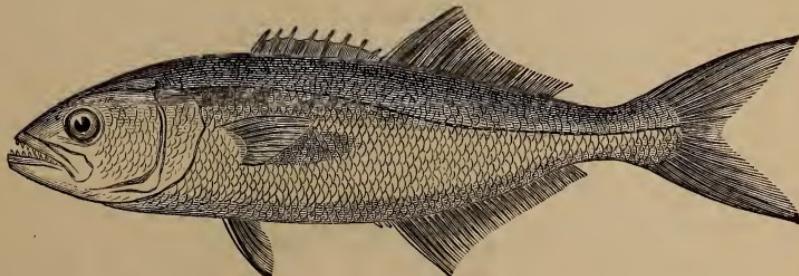
HOW A FORTUNE WAS MISSED.

Fifty thousand people make a large summer crowd in Atlantic City, or most any other place for that matter. The only point in the above observation is to draw more pointedly the comparison between the Atlantic City of to-day and what it was in 1850. In conversation with a prominent national bank president and railway director, who amassed his wealth by wise investments in promising speculations, he casually remarked: "Thirty-three years ago I first heard of what was then deemed a chimerical project, the building of a railroad from Philadelphia to the sea. A route survey had already been commenced, and the engineers were at their work. I put my horse to a carriage and went down to the old Star Hotel on Dock street, opposite the Exchange, where I found Charley Bender, the proprietor, and invited him to join me in a drive. We crossed to Camden, and the first day dined at Windsor with an old friend, Hon. Andrew K. Hay, who had just served one term in Congress, and declared there was not money enough to induce him to accept a re-election. The next day we reached Absecon, where we hired a waterman to take us over to Absecon Beach. It was a rough looking place, the sand hills or drifts being covered with coarse, stunted grass, mixed with briars. Only two boarding houses were visible, one called Bidloe's, and another belonging to Mr. McClees. At least that is all I can recall to mind. Leeds offered to sell us a large tract of the most valuable land, about one hundred acres, for \$17.50 per acre. The most of it is now worth \$1 per foot. The old man ridiculed the idea of a railroad ever being constructed across the meadows, and was willing to sell. I had \$1,000 in my pocket, and was as anxious to buy, but Charley Bender was taken sick and I had to take him home before we concluded the purchase. His attack proved to be the gout, from which he never recov-

ered. The same night we started for home the railroad survey was completed, and the construction of the railroad shortly after begun. We had a very narrow escape from making \$100,000 each.

AN OLD LAND MARK OBLITERATED.

We cannot ascertain the date, but before the railroad was built a terrific northeast storm obliterated Brigantine Inlet, and so changed the channel of Absecon Inlet that it began to cut away Point of Beach (the upper end of the island) and washed away Look-Out-Hill," a high pyramid of sand, upon whose summit the children of the past generation assembled to count the vessels as they came into the inlet.



BLUE FISH.

CHAPTER II.

DR. PITNEY THE FOUNDER OF ATLANTIC CITY.

DEAN SWIFT once said, "That the man who made two blades of grass grow where only one grew before, was a greater benefactor of his race than the greatest writer on metaphysics the world had ever seen." What inestimable service then did Dr. Jonathan R. Pitney render his fellow men when in the summer of 1845, standing on a hill top about where the Seaside House now stands, he declared that this should become the El Dorado of the Atlantic coast. Looking about him he recognized the superior advantages of the island for a summer resort. Surely no scene could have been more lovely. Before the tall and venerable doctor lay the infinite expanse of the great ocean, around him the grass clad hill tops and on his left the beautiful inlet winding its way towards the villages of the "Shore" and the orchards across the bay. He saw a splendid surf, compared to which the feeble break of the mild billow upon the flat sands of Brighton, Margate or Ramsgate were tame. The bathing machine on wheels in which the English were backed down to the very edge of the ocean would be shaken into smithereens by the energetic and demonstrative break of the bounding billows that dashed themselves into briny pearls dressed in sunshine upon the beautiful beach at the feet of the doctor—a beach to which the ocean was a silver fringe.

Fittingly the doctor could have exclaimed :

"Behold the sea !
The opaline, the plentiful, the strong,
Yet beautiful as is the rose of June,
Fresh as the trickling rainbow of July.
Sea full of food, the nourisher of kinds,
Purger of earth and medicine of men,
Creating a sweet climate by its breath,
Washing out harms and griefs from memory ;
And in its mathematic ebb and flow,
Giving a hint of that which changes not."

There seems to be little doubt that Dr. Pitney was the real founder of Atlantic City,—the spirit that first appreciated its wonderful curative powers, and placed effectively before capitalists its attractions as a watering-place—dryness of atmosphere, bathing facilities, gunning, fishing and sailing privileges, proximity to Philadelphia, etc. It had long been known to a few, who had struggled through bush and sand, in slow-going teams, as a great health lift, but to the multitude it was known, if known at all, as a lonely region, so inaccessible and remote from the line of the march of empire as to be seemingly secure from the intrusion of population, and totally beyond the reach of man's transforming energy. But Dr. Pitney, who came to Absecon village in 1820, was often called to the island in the discharge of his professional duties, and he never missed an opportunity of strolling along the beach to breathe the exhilarating air that then swept in from the sea. He marked the continuous chain of sand-hills that then ran along the beach just above high-tide line, which was then about 100 feet south of what is now Pacific Avenue, and recognized what a charming place it would be for summer homes. A desire sprang up in his breast to make the delectable spot accessible to the great business centres of the Union, and more particularly to Philadelphia. Imbued with a firm faith in its immense value as a seaside resort, he saw that railway communication only was necessary to cause the waste place to blossom as the rose. His faith was strong and his enthusiasm correspondingly great. It was a nugget of gold buried from the sight of man. Here was the hospitality of landscape and the peace of the soul—freedom from travel and business grides. Here was an atmosphere that would plant the rose of health on the faded cheek, and send an electric flush through the system that would give to the lagging gait an elasticity and buoyancy that no other agency could procure. All of this hidden treasure doubtless impressed the doctor with the fact that

“More servants wait on man
Than he'll take notice of.”

The doctor first made known his determination to organize a railroad company to General Doughty, of Absecon, who zealously seconded his effort. Most of the old residents of this section opposed the matter, however, and doubted the practicability of the project. Quite a number said it would be absolutely impossible to get a train of cars across the meadows. But Dr. Pitney was a man of iron will, and when he put his mind to a thing, he generally carried it out. Accordingly he applied to the Legislature for a charter for a railroad from Camden to Absecon Beach, but was foiled.

CHARTER FOR A RAILROAD.

Later, the doctor went to Trenton himself, and after a contest, the necessary legislation was procured on the 19th of March, 1852. The survey was completed on the 18th of June, 1852, by Robert Osborne, L. Rowan and others, and the engineering party became that day the first bathers that had travelled along the line of the Camden & Atlantic Railroad.



COTTAGE OF MR. WM. C. HOUSTON.

ORGANIZATION OF THE CAMDEN & ATLANTIC RAILROAD CO.

On the 24th of June, 1852, the Camden and Atlantic Railroad Company was organized, and the books for the sale of stock were opened at the Arch Street House, Philadelphia, and the shares all sold and books closed the same day. The first officers of the road were: President, John C. Dacosta; Directors, Stephen Colwell, Dr. Jonathan Pitney, Samuel Richards, Andrew K. Hay, Joseph Porter,

Enoch Doughty, Wm. Fleming, Wm. Coffin ; Secretary and Treasurer, J. Engle Negus. The survey of the route was presented to the Board of Directors by Mr. R. B. Osborne, the first engineer of the Company, on the 21st of June, 1852, which was adopted. Mr. Osborne has kindly furnished us with the following information concerning the construction of the road :

" On the 31st of August, 1852, I submitted to the Board proposals for the construction of the whole road, based on estimated fixed rates per mile ; and on the 1st of September, 1852, those proposals were accepted, subject to certain changes of the line to accommodate the Waterford manufactoryes and Spring Garden, and subject, also, to other requirements, all of which were not completed till after the contract was signed on the 4th of March, 1853. This change was a detour that shortened my long tangent some ten miles, and left only the present straight line of twenty-five continuous miles.

On the 2d of September, 1852, the construction work of the road was sub-let to Mr. P. O'Rielly, and he received his first bid from sub-contractors, for sections of one mile each, on the 4th of September, 1852.

There was no formal breaking ground ; the contractors were set to work as soon as their houses could be erected, and in September, 1852, the construction by grading was started.

The first estimate, returned December, 1852, was for work on eight sections between sections four and thirty-two, and amounted to a payment of \$10,000.

The crossing of the Camden and Amboy rails at Camden by those of this road was laid by night in the month of July, 1853.

On the 20th of June, 1853, the whole management of the contract work was given up by Mr. O'Rielly to Mr. John H. Osborne, Civil Engineer, and previously Manager of the Richmond and Danville Railroad, who completed the three-fourths of the whole contract that had not been touched. On the 11th of September of the same year, this gentleman was also chosen by the directors as their Resident Engineer for the benefit of his advice, and for the more active management and superintendence on their behalf of the progress of the work, and for the return of the estimates.

Track was laid on the road between Camden and Haddonfield, and also at Absecon, during August, 1853. Passenger trains commenced running from Camden to Haddonfield in August, 1853, and to Winslow, twenty-seven miles, regularly in January, 1854. The wharves at this date at Camden and the station grounds there were nearly complete. In February, 1854, a high storm tide was driven across the meadows and damaged the grading of the road-bed ; and on the 16th of April following, after the work had been replaced, a Northeast storm and spring tide made a clean sweep of the same

work. This class of road-bed was then abandoned and the track was laid on the original sod except at the thoroughfares where it has rested in spite of storm and flood for five and twenty years. It is right to say the railroad company bore the whole expense of the third renewal. It made good the guarantee given by the engineer to his directors in 1852, and the locomotives make their trips now at their usual speed. The whole work was completed in time for the opening celebration."

HOW IT WAS NAMED ATLANTIC CITY.

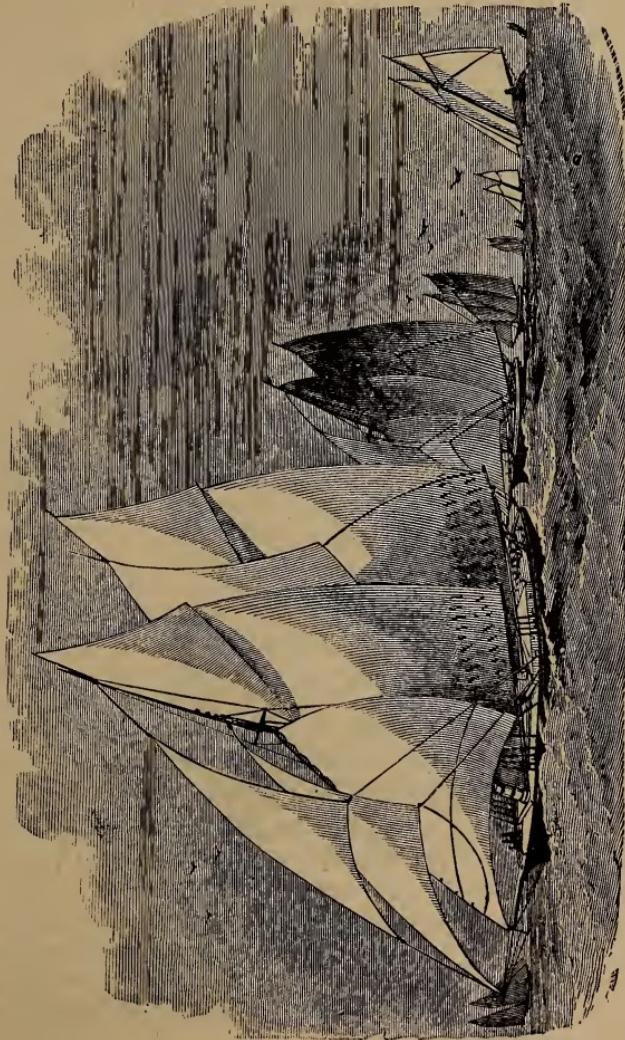
The founders of Atlantic City were as wise as the ancient monks and nobles, in the selection of the most beautiful and commanding sites for their habitations. Time has amply verified the wisdom of the choice of this beach as the site for a great and beautiful health resort. As a monument of the judgment and forethought of its founders, Atlantic City sits grandly at the margin of the sea, the greatest and most populous ocean resort in America. The same sea rolls in, immutably the same, but the iron wand, the touch of civilization, the art of man, has wrought a great change in the land. From out a barren waste, we behold the magic sphynx-like uprisal of a stirring, pretty town.

The rare fortune attained in the selection of a good foundation upon which to build a city, the selection of an appropriate and pleasing name became the next matter for important consideration. "Ocean City" was suggested, "Seabeach," "Surfing," "Strand," "Bath," and other names were urged. The adage that "there is nothing in a name" evidently had little weight in the counsels of that day. The honor of naming the city seems to belong to the engineer, Mr. R. B. Osborne, for, at the celebration of the twenty-fifth anniversary of the Camden and Atlantic, in this city, that gentleman read a paper, afterwards published, in which he said :

"The centre line of the railroad was run parallel to the general line of the beach for a distance from the inlet southward of over two and a quarter miles, for the purpose of fixing a line that would be suitable for a base on which to plan the village, and which would permit the streets to be carried on in their proper directions whenever requisite to enlarge the village plot. On this as a base, December, 1852, under the instructions of the directors, I proceeded to lay out the plot of the proposed Bathing Village. This plan was completed and submitted to a full board in the middle of January, 1853.

When before the board, I unrolled a great and well-finished map of the proposed new bathing place, they saw in large letters of gold, stretching over the waves that were delineated thereon as breaking on

Absecon beach, the words, "Atlantic City." This title was at once approved of by the board. It was unanimously adopted, and Atlantic City that day came into existence on paper, and in thirteen and a half months afterward, viz., on the 3d of March, 1854, was created by ac-



OCEAN REGATTA.

of incorporation, a city in reality. I have ever claimed, and do so now, that this name created in the minds of men throughout the Union a certain interest in this city, and this interest it was sought to further secure by giving to each State its own avenue, and hence

the name of every State from Maine to Iowa, to-day designates the avenues that run East and West, while the general parallelism of the shore of the Atlantic with the main line for 2.3 miles suggested the names of all the great oceans of the world for all the avenues running North and South." Pacific, Atlantic, Arctic, and Baltic Avenues run parallel with the ocean front; Atlantic being 100 feet wide; Pennsylvania, North Carolina, and Virginia, 80 feet; Pacific, Arctic, and Baltic, 60 feet; Maine, New Hampshire, Vermont, Rhode Island, Massachusetts, Connecticut, New Jersey, Delaware, Maryland, South Carolina, Tennessee, New York, Kentucky, Illinois, Indiana, Ohio, Michigan, Arkansas, Missouri, Mississippi, Georgia, Florida, Texas and California (cross streets), 50 feet in width.

Mr. Osborne continuing, said: "Its proud name is for the nation; it has made her prominent, and will, every year of her existence, prove more and more appropriate as she reaches her manifest destiny—the first, most popular, most health-giving and most inviting watering-place, and be, as she is already termed, THE City by the Sea.

It is true, then, that there is something in a name, and I may be permitted, without egotism, to say I am proud of having christened her and her avenues, and stamped on her a dignity that my old departed friends, Messrs. Pitney and Doughty little dreamed of when they talked together on the scheme of getting up a "bathing village," to be called Absecon."

THE PURCHASE AND LAYING OUT OF ATLANTIC AVENUE.

Early in February, 1853, after the plan of the city had been adopted a committee was sent down to Absecon, composed of Dr. Jonathan Pitney, a director, and Robert Frazer, the faithful and efficient secretary and treasurer of the Company. Dr. Pitney was acquainted with the Messrs. Cordery, Adams, Patterson, Bartlett, Carter, Read, Bowen Chamberlin, Leeds, and other landowners on the island. Mr. Frazer took with him a draft of the plot of the new city. These gentlemen were instructed to confer with the owners, (who had been notified December 11, '52, that commissioners would be appointed to assess the damages), and obtain possession of the land for the formation of the roadbed on Atlantic Avenue, arranged on the plot to be the great *Highway* for the accommodation of the main tracks of the railway. To afford ample room for the travel of hundreds of pleasure carriages, and for the rapid transit of trains, the engineer had projected Atlantic avenue as the *boulevard* of the city, at an increased width of 50 feet, making it 150 feet wide.

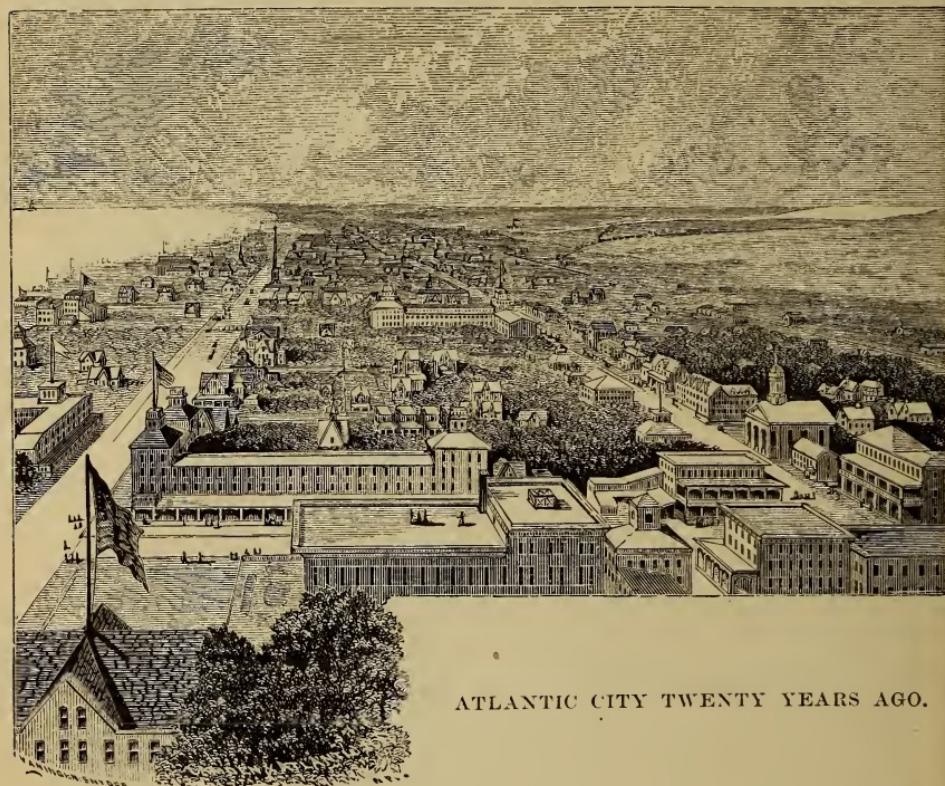
But the views of the landholders could not be brought to entertain hopes that such provision for a great future growth was necessary or wise ; they protested against this width and were willing to give only 100 feet. The Company had to yield, although the width required by the railroad was shown to be not less at any point than 20 feet ; leaving for the sidewalks and vehicles only 40 feet on each side of the railroad ; and wherever a siding would be found necessary, contracting one of these widths left to but 30 feet, to accommodate sidewalk and carriage way. Against the engineer's earnest protest the views of the land-owners prevailed. Atlantic avenue was reduced to 100 feet, and the "State" avenues were brought down to the present width of 50 feet. A plot was then prepared with these alterations, and was staked out by resident engineer in charge, Richard F. Stack, who began work on May 8th, 1853. With some slight alterations in the curve connecting Atlantic and Maine avenues, leading to the inlet, the plan was completed in June, 1853.

The grading of Atlantic avenue was started in May, 1853, with men from the neighborhood. The grading of this portion of the road-bed was finished on the 2d of November, 1853. The track-laying commenced May 29th, 1854, and enough for the immediate wants of the road, after its opening from about one-quarter of a mile above the United States Hotel, was finished by the last of June, 1854.

FORMATION OF A LAND COMPANY.

Soon after the organization of the Railroad Company, the officers of that Company formed a Land Company. Dr. Pitney and Enoch Doughty were commissioned to make the purchases. By appointment the owners of land sailed over to Absecon and met by appointment the Commissioners at Aunt Hannah Shellingsforth's Hotel. The land-owners had agreed among themselves to demand \$25 per acre for their land. The Commissioners had agreed to pay only \$15. The difference led to protracted and heated discussion. The property holders retired for consultation. It seemed for a time as if it would be impossible to reconcile the difference. They debated the prospects of the new enterprise and the propriety of a reduction to \$20 an acre, fixing upon that as the lowest sum ; but after further conference with the Commissioners, finally split the difference, and sold a large part of the present site of Atlantic City for \$17.50 per acre. An agreement was promptly entered into, providing for the dedication of the streets and alleys to the public use, and was signed by Robert B. Leeds, Chalkley S. Leeds, Ryan Adams, William Neleigh, Daniel L. Collins, Richard

Hackett, John Leeds, Steelman Leeds, D. D. Rhodes, J. N. Michener; and Wm. Coffin, President of the Camden & Atlantic Land Company. This map with the agreement appended was mislaid, and for fifteen years its whereabouts was a matter of mystery. It was discovered in an obscure nook, mutely biding its time, as a true philosopher, in the residence of the first Mayor of the city. When found a suit was pending against the city upon which this document had an important bearing. It had been received May 23d, 1854, and recorded in the Clerk's office at May's Landing, in Libr. H of deeds, folio 177.



ATLANTIC CITY TWENTY YEARS AGO.

OPENING EXCURSION TO THE SEA.

On July 1st, 1854, the pioneer excursion train stood at the platform in Camden and steamed forth its greeting to 600 guests—gentlemen of the press from New York and Philadelphia and friends from town and country, who had assembled to celebrate the completion of the line that had occupied two and twenty months in building the 58 6-10 miles of main road. Its opening to public travel was on July 4, 1854.

The excursion train conveying the 600 guests was composed of nine long cars. The "Atsion" engine was selected for the trip. At Waterford, the residence of Judge Porter, one of the directors and early friends of the road, a salute of artillery greeted the arrival. Conspicuous also was a large wreath of native Jersey laurels, and wrought in the interior of it the words in flowers

"Welcome to Waterford."

It was a poetic emblem of the faith of the man which had always encircled and wreathed around the enterprise.

It was a refined and modest reminder that the seed sown in faith twenty-two months before had germinated, grown, and produced good fruit. The green leaves of laurel will be bright around the names of all the guardians and patient laborers and faithful servants that brought this work to a full fruition, even long after they themselves are withered and transplanted to a haven that knows no change.

From Waterford the train, with several additional passengers, started for the embryonic Atlantic City. It was the first engine with passenger train that passed over the entire road, and it reached the United States Hotel by 12 M. Thus with all the stops at the various stations to respond to the earnest congratulations of friends, the train arrived in two and a half hours from Camden to the Sea.

At the meeting of the guests of the railroad company in the great saloon of the United States Hotel, spirited addresses were made after the dinner cloth had been removed. Mr. T. H. Dudley moved for an organization of the meeting by the calling of Judge Grier to the chair, who appointed the vice presidents, among whom were Henry C. Carey, Hon. Abraham Browning, J. C. TenEyck, T. P. Carpenter, Robert Morris and many other gentlemen of note. The first impressive address was made by Henry C. Carey, who offered also an appreciative resolution which was seconded by Mr. Browning in an eloquent speech. These were followed by addresses from J. C. TenEyck, Gen. Wyncoop, President John C. DaCosta, Mr. Montgomery and Judge Grier.

Thanks by all were earnestly tendered to the President, John C. DaCosta, and his respected co-directors, which closed the celebration of the 1st day of July, 1854, at Atlantic City.

The train containing the guests left Atlantic City between 5 and 6 p. m. and arrived safely at Camden about 8. p. m.

INCORPORATION OF THE CITY.

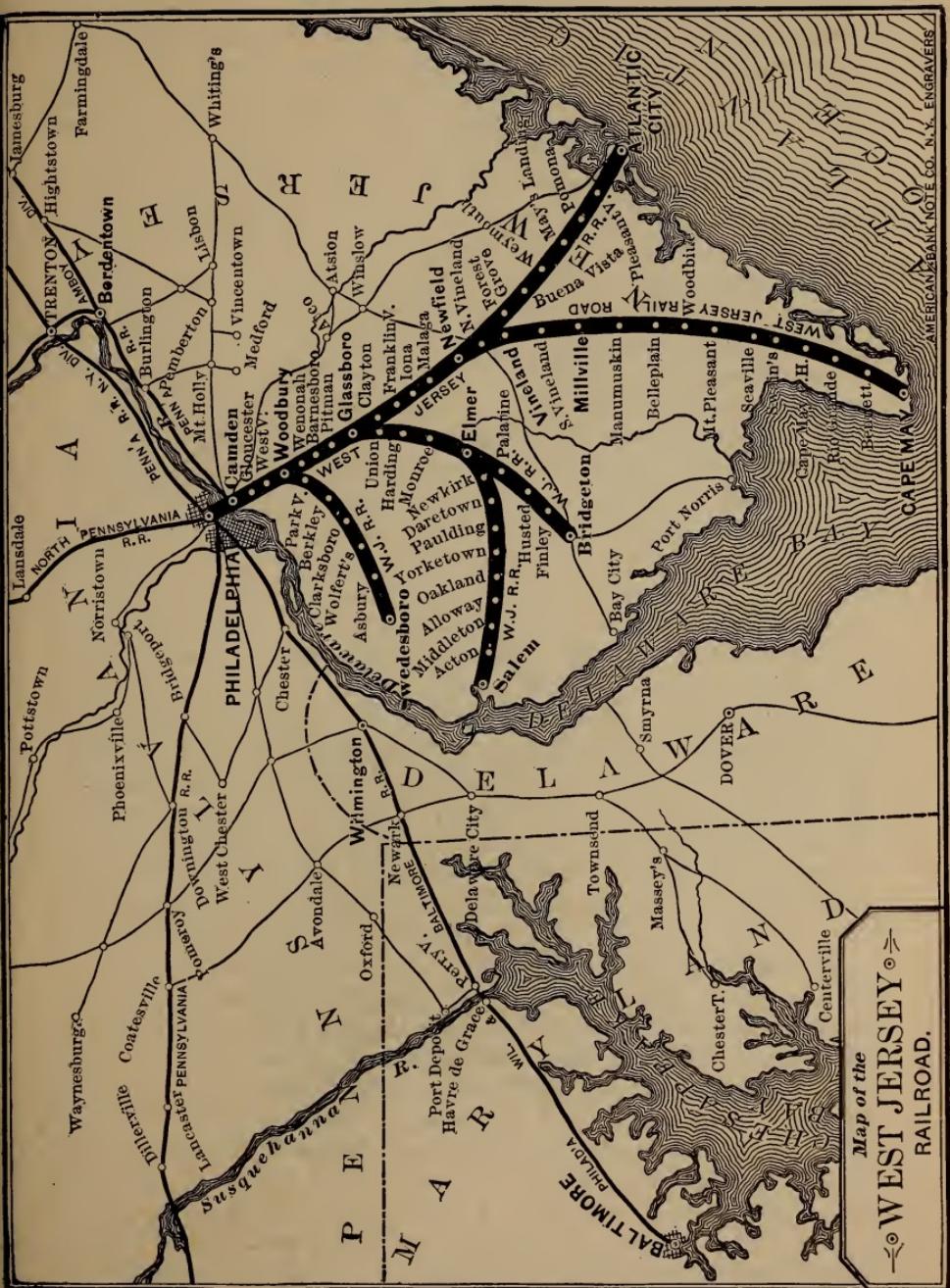
On the third day of March, 1854, the charter of Atlantic City was approved by the Governor, to take effect on the 1st of May following. Jurisdiction of the old city proper began with a line on the south side

of California avenue, running to the ocean, thence eastwardly to the east side of Absecon Inlet at high water mark ; thence northwestwardly to the west bank of Clam Creek ; thence following the west bank of this creek to its first prominent fork ; thence in a straight line parallel with Baltic avenue, still in a westwardly course to the south side of California avenue ; thence to the place of beginning, the entire tract containing six hundred acres, according to the report of the city assessors. The Jurisdiction of the city was extended as far down the beach as Dry Inlet in 1869, through the efforts of Hon. Jacob Keim, who was then a member of the State Legislature. The city was never more ably and zealously represented than by this gentleman, in whose breast the best interests of the city were always paramount, and who ranks among the most honorable and influential of our wise and progressive citizens.

At the time of the approval of the charter of the city there were not twenty-five substantial houses on the Island. The United States Hotel was not yet completed, work having been begun on it April 26th, 1853. The Surf House was in course of construction. Bedloe's Hotel, built by Thomas H. Bedloe, who subsequently became one of the most progressive and respected citizens of the place. Cottage Retreat, owned by Manassa McClees, later one of the most enterprising and influential residents ; the "Atlantic" and the "Old Ocean" were about the only houses ready for guests when the whistle of the locomotive announced the arrival of the first train. They have all since been enlarged, the name of Cottage Retreat changing to the "Metropolitan," and the name of the "Old Ocean" remaining only in memory. The Central House, Michael Lawler, owner, for many years a public spirited citizen, was built in 1855. The old original building still stands in the rear of the New Central, at the corner of Atlantic and Kentucky avenues ; Doyle's "Columbia," still remaining on Kentucky avenue, was built in 1858. George Hayday, one of our most valuable citizens, built the Exchange on the site of the present Camden and Atlantic Depot, in 1856. Mr. Schaufler, whose enterprise and success is as remarkable as deserving, moved a small building from near the inlet to the site of the present fine hotel known as "Schaufler's," in 1857 ; Elias Cleaver, one of the best known of the pioneer settlers, put up the Tammany House, on North Carolina avenue, in 1858.

Light House cottage was built in 1858 ; White House in 1859 ; Levy's cottage in 1856 ; Land Company's cottages, (first built) on Tennessee Avenue, near the beach, in 1854 ; Louis Grosholz's cottage in 1855 ; James Brown's cottage in 1855 ; Gibson's cottage in 1855 ; Hon. Edward Bettie's cottage in 1855 ; Col. Wm. Christian's cottage in 1855 ; Wm. Grosholz's cottage in 1858 ; Richard Wright's cottage in 1858 ; Spray cottage in 1858 ; Mr. Wm. Warnock built the cottage on

Map of the
WEST JERSEY &
RAILROAD.



Pennsylvania Avenue, now occupied by Mr. Thos. C. Hand, in 1859. Congress Hall was built in 1857 by Thos. C. Garrett, who had a lumber yard at the inlet. The water on the site of Congress Hall was three feet deep. The frame of Cottage Retreat was shipped from Philadelphia and arrived after much delay owing to a storm. A store was opened in Cottage Retreat soon after it was completed. Mrs. McClees, the present estimable proprietor gives many pleasant reminiscences of the early struggles of the new resort. The United States Hotel was opened on July 1st, 1854. The old part of the house was built by Amos Bullock, who began the work in 1853. The house was owned originally by Mr. Wm. Neleigh, who afterwards admitted Mr. Mitchner to partnership. Brown & Woelpper finally became owners of the house and remained in control until 1883, when Mr. Benj. H. Brown became sole proprietor. The house has had as tenants Mr. Neleigh, Col. Webb, Geo. Hinkle, Jere. McKibbin, Selfridge & Davis, Brown & Woelpper, Wm. Andrews. When it was built a ridge of sand hills obstructed the ocean view from the first floor. The avenue known as State Street was opened 20 feet wide in 1859. The wing was built in 1860.

FIRST ELECTION.

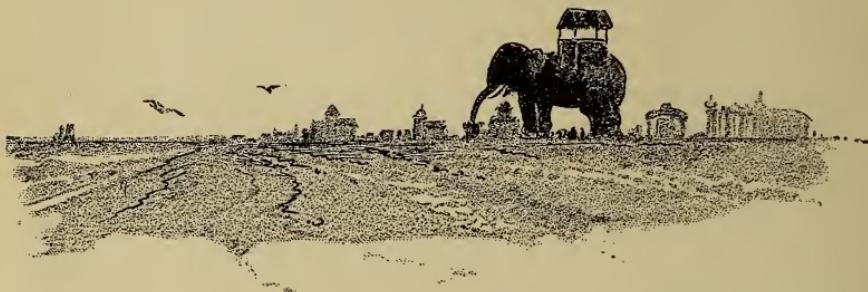
According to the provisions of the city charter the first election was held at the house of Ryan Adams, corner Arctic and Maryland Avenues, on May 1st, 1854. Mr. R. B. Leeds, now proprietor of the Auburn House, remembers the incident well. There were probably twenty-one legal votes here then, eighteen of which were cast in a cigar box, "fastened and secured" with yellow tape. A small hole had been cut in the lid of the box which was put on a table. Into this simple receptacle our first legislators cast their votes. Politics were not an issue. This principle was eschewed entirely, and probably the future welfare of the city was never more carefully considered or a more honest expression ever deposited more fairly in a ballot box than on this occasion. Wm. Neleigh was one of the judges of election. The following named persons were elected: Mayor, Chalkley S. Leeds; Alderman, Daniel J. Rhodes; Councilmen, William Neleigh, Steelman Leeds, James Leeds, Richard Hackett, John Leeds, Ryan Adams. The city government was then composed of eight men only. The city charter was so amended in '75 as to admit of 3 more councilmen. The first meeting of this council was held on June 29, 1854, at the United States Hotel. There was not a quorum present and an organization was not effected. Mr. Neleigh was chosen secretary of this meeting and was requested to notify the officials elect that for the purpose of

effecting a permanent organization a meeting would be held on July 3d following. On this date a full board responded to the call. It was then discovered that there was no one in the place authorized to administer the oath of office. The organization therefore was delayed until an opinion could be had from Judge Carpenter, of Camden, as to whether the mayor, alderman and recorder would have to be commissioned by the governor. The opinion of the judge resulted in the alderman elect being qualified at May's Landing, who subsequently administered the oath to his fellow officers at a meeting held September 6, 1854, four months after they were elected. On the following day, September 7th, another meeting was held, at which Thomas C. Garrett, present tax collector, was chosen city clerk. The city government now was ready for work, but had only two months to serve before the second election, which according to the charter had to be held in November at the time of the general election for State officers. The first election in the new city by the sea was indeed a memorable occasion, although it may not have appeared so to those who participated in it. But "who can see in the mewling infant the fair Madonna or the giant Hercules?" It was the birthday of Atlantic City. The advent was tame and the cradle rude, but the celebrity of the city destined to become the most popular seaside resort upon the American continent will transfer its homeliness and irradiate it with the charm of the poetic significance. Dr. Reed's history, in referring to this initial election, says: "The politician's dream of Utopia was realized; there was an office for every aspirant; and all went smoothly as a meadow-lark. But unhappily for the peace and harmony of election day it was not long before the increase of population made the number of votes exceed the offices to be distributed and discord and strife ensued. The result of a contest was sometimes decided by a single vote, and excitement ran high. There was a glorious majority! Personal ambitions and prejudice, and party zeal were of the sort that riots and revolutions are made of. On one occasion pistols were to be seen lying on the table in front of the judges, and the next day a huge knotty stick resembling the war club of a New Zealander, was found concealed beneath a bench. The animosities engendered lasted throughout the year, and were so implacable that they can be only compared to the hatred of the Mussulman, who sees in the falling meteor an arrow of wrath and exclaims with pious fervor: 'May it transfix the soul of the enemy of Mahomet.'"

THE CITY'S SEAL.

The only business transacted by the City Council until after the summer of 1855, was the granting of several licenses, taxing the vehicles of non-residents, the passage of a by-law, an ordinance to regu-

late bathing, fixing the sum to be assessed on real estate at six hundred dollars, and a resolution by Alderman Rhoades, "that a seal, with appropriate design, be obtained for Atlantic City." For four consecutive months, at every meeting of Council, which met at the residence of Mayor Leeds, weekly or bi-weekly, the committee appointed to procure the seal reported progress. Imagine the jocundity of the city fathers, when, December 11, 1855, the report was made that the long-looked for seal had come at last.



THE ELEPHANT DOWN THE BEACH.

The temptation here presents itself to crumble the Dead Sea apple into ashes on their lips, for the brimming cup of delectation was dashed to pieces by the explanation that, although obtained, it was at Burrs' hotel, in Absecon. The report was reluctantly accepted, and the committee ordered continued, but there is no further trace of the seal in the written record.

THE FIRST ORDINANCE.

The very first ordinance passed by Council was in reference to a subject that has ever since been a source of difficulty, and in these primitive times caused much wrangling and acrimonious feeling—the license question. Some favored granting the privilege of vending intoxicating liquors to every one who made application, pleading the hungry maw of an empty exchequer, no matter how small the booth or mean the shanty of the applicant. Others saw the folly of this, and fought with varying success against it. The price demanded for a license to sell liquor was from \$25 to \$50. Thos. Bedloe secured the first license.

If any one fails to see in this the dawn of civilization, the scales will fall from his eyes when informed that the very next act of this legislative body, whose solemn oath to support the Constitution of the United States from its kinship to a traversty, provokes a smile, was to appoint a committee "to take such preliminary measures as appeared necessary for the erection of a suitable building as a jail for the use of Atlantic City." These were the first golden rays falling upon the way cleared by pioneers for the erection of churches and school-houses.

THE SECOND COUNCIL.

Mayor Chalkley S. Leeds had been re-elected and John T. Andrews chosen City Clerk. Mr. Leeds growing weary of the duties and vexations of the executive office, resigned May 26th, 1856, and Richard Hackett was elected by Council to fill the unexpired term, but speedily realizing that "uneasy lies the head that wears a crown," he put aside the robes of office the twenty-third of the succeeding month, and John G. W. Avery became his successor. After the election of Mr. Avery, Council convened stately at Cottage Retreat. The City authorities struggled courageously with the obstacles that hedged them in. Hills were to be cut down, ponds were to be filled, ditches to be dug and streets to be opened, while a state of impecuniosity shackled their energies and defeated their purposes. Property holders, though anxious that their lots should increase in value, were loath to part with their money to pay for the grading and graveling of the streets; and ordinances were passed requiring the performance of this duty, only to be neglected and re-passed, to be still disregarded. To obviate the want of means, city scrip was issued February 15th, 1856, to the amount of \$1,500. The city government was equal to the emergency, however, and some of the records of that day show wise and careful legislation. Indeed, succeeding councils have shown no better administrative ability. The governing spirits of that primitive time had not the encouraging influence of a brilliant prospect. There were great obstacles to overcome—great improvements to be made. Visitors familiar with the attractions of Cape May and Long Branch came, and save the feature of a beautiful beach, expressed their disappointment in plain terms. There was little prospect, by many, of the rapid growth and charming transformation which had been accomplished, and a married couple, who had bought a lot before seeing it, and come to settle thereon, finding only a heap of white sand on a secluded beach, did as the sorrowing captives under the willows by the rivers of Babylon—sat down and wept when they remembered the home that was far away. But the tree had taken root and was putting forth its branches that was to overshadow its kind, and bud and bloom to the joy of a work-weary and heart-oppressed people.

THE FIRST JAIL.

In compliance with the request cited above, the Jail Committee made a report, resulting in the erection of a prison in a clump of woods about where the Vermont House now stands. It was a small one-story structure made of thick planks bolted to heavy timber. It contained four cells and resembled a long cabin. In this building evildoers, chiefly excursionists, were confined, until the prisoners, multiplying with the population, rendered a more commodious "lock-up" necessary. The old jail was then left to the bats, until it became the domicile of "old Daddy Perkins" and family, notorious characters, who subsequently held forth in a slab cabin without a floor, on the old inlet road, called "Swampoodle." About this time the old Ocean House, then at the corner of Arctic and Baltic avenues, since improved and enlarged, became the city's jail. The rooms on the third floor were used for this purpose, while those on the first and second floors were occupied by tenants, the larger room in the corner of the building becoming the council chamber. The prisoners were secured against escape by being chained to a ring securely bolted to the floor in the centre of the room. We will relate an incident that happened in this connection, we think during the summer of 1865. A guest of the Eagle Hotel, then standing on the site of the present Stockton, became involved in a quarrel with a man at the excursion house and assaulted him, inflicting rather serious wounds. He was tried before the Mayor, and the evidence proving him the aggressor he was sentenced to imprisonment, to await the action of the Grand Jury. He was a fellow of pleasing address, had influential friends and abundant means to pay for luxuries, which he generously divided among his fellow prisoners. He ingratiated himself into the good graces of the tenants of the house, and through fine cigars and hospitality lavishly dispensed, became popular with the policemen. Nobody appearing before the Grand Jury for prosecution, he was acquitted, when it transpired that during almost the entire term of his imprisonment he had been liberated every night by one of the tenants on the first floor. After a few hours' sport with his friends he would cautiously return to his cell, and remain during the day. "One night," said he, "when I returned I found my cell door fastened. I was *locked out of jail*. I did not know the exact location of my friend's rooms, and for a moment was in a quandary. Finally, I went to the residence of Constable Gaskill, awakened him about three o'clock in the morning, and told him I wanted to get into jail. After I had explained matters he invited me in, put me to bed and took me over to the lock-up next day." The Mr. Gaskill referred to was Constable of Atlantic City for twenty years.

HISTORY OF THE LIGHTHOUSE.

To people who would study topography from an elevated standpoint, there are but four other places upon this footstool of the great Architect, where they can study it as they can do, from the great lantern of the lighthouse at Atlantic City. From it you can see God's daily miracle of morning, and His equally impressive cause of the setting of the sun. No visitor to Atlantic City should fail to witness the spectacle presented upon any clear day, by the morning sunrise to be seen from the lighthouse. Visit it and you will think of Herschell, Cardinal Secchi, and all the great astronomers that the world has yet

produced. And again, then, as you look into the faces of these "lamps of heaven," and remember that this earth is a planet of but the seventh magnitude, dark and dirty, dependent for its light only upon the sun and moon, perhaps you may wish yourself an inhabitant of heaven, where the pasture is ever green and the lillies perpetually bloom.

The great number of wrecks that were continually occurring on the beach, caused Dr. Pitney and other gentlemen to turn their atten-



Interior of Parlor Car—Express Train to the Sea.

tion to the absolute necessity that existed, for the erection of a proper lighthouse at Atlantic City. Again, the doctor had to fight prejudice, and especially the prejudice against improvements, that seemed then to reign supreme among the grannies of the Navy Department. Away back between the years 1834 and 1840, the proposal was first agitated. After a great waste of trouble and money, a Congressional appropriation of \$5,000 was at last voted, upon the proviso that a satisfactory report should first be made by a competent official of the Navy Department. Commodore La Vallette was commissioned to make the aforesaid report. He visited the beach, examined the coast and requested a letter from Dr. Pitney on the subject. In this letter Dr. Pitney explained his own original notion of prismatic lights. Notwithstanding the exertions of Dr. Pitney, the Commodore made an unfavorable re-

port, and the lighthouse project slept for several years. The doctor was not disheartened from his first failure, and the same pluck that characterized his railroad and land schemes, was again called into play. In 1853, after the railroad had been surveyed, he started the lighthouse question again. With his own hands he circulated petitions for signatures, and besides wrote to Congressmen and published articles in the newspapers, advocating the project. The result of these labors was the granting of an appropriation of \$35,000 for a lighthouse, and an additional one of \$5,000 for a buoy. Thus, Atlantic has to-day, one of the best lighthouses in the country—which, with later improvements, cost upwards of \$50,000 in the aggregate. The buoy, however, has disappeared. One stormy night Proteus took a fancy to this combination of antiquated “wooden walls,” and carried it off to the bottom of the sea. The tower of the lighthouse was first illuminated in January 1857.

The light is classed as first order ; fixed white light; 167 feet high ; outside diameter at base, 26 feet 4 inches ; interior at base, 10 feet ; outside diameter at top, 13 feet ; interior at top, 10 feet ; color or day mark, white, red and white, horizontal stripes ; 228 steps, spiral. The lantern is iron with 36 French glass plates 38x38 inches, three tiers high. Lamp in use is Funck's Hydraulic Float ; oil capacity, 8 gallons ; oil consumed each night, (summer) 2 gallons ; (winter) 3½ gallons. The burner has four concentric wicks, largest 3½ inches in diameter, smallest one inch. The illuminating apparatus is 10 feet high and 6 feet in diameter. The central lens is 4 feet high, with 13 prisms above and 6 below. The light can be seen from a vessel's deck at a distance of twenty miles.

“Steadfast, serene, immovable the same—
Year after year, through all the silent night,
Burns on forevermore that quenchless flame,
Shines on that inextinguishable light.”

THE TOWER OF THE LIGHTHOUSE A BIRD TRAP

The early autumn of 1863, when “Pap Bartlett” was keeper of the lighthouse, hundreds of birds of various species were stunned and killed by flying forcibly against the tower after nightfall. It was no uncommon occurrence for Mr. Bartlett, early in the morning to gather a half bushel basket full of birds at the base of the tower. Sometimes wild ducks and occasionally geese and crane were thus captured ; frequently they were only stunned and were caught alive. Every year more or less birds are taken in this way ; Maj. Wolf, the present keeper, has caught several rare specimens in this way, and has

presented many of his friends with beautiful song birds and birds of rare plumage. They are attracted from a great distance by the light.

"The sea bird wheeling round it, with din
Of wings and wind and solitary cries,
Blinded and maddened by the light within,
Dashes himself against the glass and dies."

ITS COGNOMEN—THE "CITY BY THE SEA."

In a communication several years ago, Mr. Charles Wilson, probably the oldest newspaper reporter in Philadelphia, claimed the honor of christening Atlantic the "City by the Sea." This claim is disputed, as the following letter to the writer, written May 28, 1879, by Morris G. Condon, one of the original contractors for the Camden and Atlantic, will show :

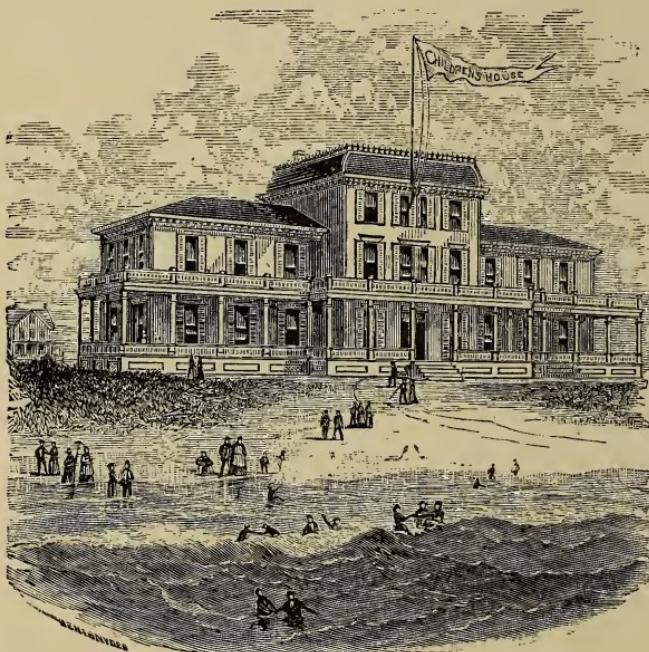
"A. L. ENGLISH.—Dear Sir :—Upon the completion of the Camden and Atlantic Railroad to Absecon Beach, the directors and eight hundred invited guests went down on an excursion train on July 1, 1854. Richard Jones, caterer, of Dock street, was engaged to prepare the excellent dinner, at which we all sat down in a huge, rough building, now the splendid United States Hotel, then standing in the hot, white sand, surrounded by an immense grove of small, scraggy trees, sand hills and holes, and no road or avenue to be seen except on the paper plan of the place.

"Abraham Browning, Esq., of Camden, was the orator of the day, and in his beautiful after-dinner speech he said we were there to celebrate the founding of a 'city by the sea.' Little did Mr. Browning or any one of the large company present suppose that his prediction would so soon be verified ; for, in a very few years the sand hills and holes were graded to wide avenues, lined with splendid villas and hotels, to which thousands of visitors from all parts of the country resort at all seasons of the year to restore and invigorate their health. Hundreds of the most eminent physicians have pronounced Atlantic City the healthiest resort on the Atlantic coast."

FIRST MARKET HOUSE.

In speaking of the founder of the first market house, Dr. Reed says : "Where the colossal wooden eagle expands his golden wings above the arched front of Bartlett Hall, that liberal-spirited citizen,—who believes this to be the abode of the gods, and the only spot on the terraqueous globe where life is desirable, Wm. G. Bartlett, Esq.,—had erected the original market-house, since enlarged and improved in

a manner ornamental to the city, and creditable to the aesthetic taste of the founder." Mr. Bartlett used to come over to this island ten or fifteen years before the railroad company was organized. There were only four houses here then, viz., Jeremiah Leeds' house, on the site of the present Atlantic House; the farm-house now occupied by Richard Hackett; a house up near where the salt works stood, since moved to Pennsylvania avenue, and occupied by Irving Lee; and one other. Mr. Bartlett owns several handsome structures here now, the bank building among the number. He has always been abreast with the times, and contributed generously to the success of the city.



CHILDREN'S SEASHORE HOUSE.

EARLY STRUGGLES OF THE RAILROAD COMPANY.

The first few years of the railroad's history exemplifies the fact that nothing great is lightly won. It was one continuous struggle with difficulties. The times were unpropitious, and pecuniary embarrassments threatened to overwhelm the enfeebled enterprise. In the words of the accomplished president, at that time, Robert Frazer, "they were days of darkness and depression." The track across the meadows was laid on an embankment, and soon after a storm tide washed it away. This accident, and the loss in the sale of bonds, cost the company

nearly five hundred thousand dollars. The track was afterwards placed directly on the meadows. In February, 1855, the amount of capital stock paid in was but \$240,100, while the floating debt had reached \$920,558.40. The total cost of the road and equipments, was \$1,274,030.14.

Twenty thousand people came over the road the first year. Six times as many were taken to Cape May, by boat, the previous year. In a communication to the *Philadelphia Star*, a few years since, Mr. Thos. J. Beckett, of Musical Fund Hall, Philadelphia, and who has been an annual visitor since the opening of the road, in writing of its early struggles, says :

"Several years elapsed before the new city began to attract public attention. Some who engaged in the enterprise despaired of success, and abandoned further attempts to build up the place. For sixteen years the directors of the Camden and Atlantic Railroad Company struggled against all the adversities incident to large enterprises, and having overcome them all, the light of prosperity began to dawn upon them. Up to that time the stockholders received nothing for their investments, but now how changed the scene. From the very first to the present time I have watched the gradual growth of the city, little dreaming that in a quarter of a century, it would have extended to its present widespread dimensions."

THE FIRST EXCURSIONS.

For the first two years after the opening of the road, all excursion trains were run to the Surf House, built by the Surf House Company, in 1854, and kept by Mr. Hopkins. A spur ran from the main track on Atlantic avenue along the north side of this hotel, from which excursionists alighted. David H. Mundy, the present efficient General Ticket Agent of the Camden and Atlantic Road, was conductor on this train, which was drawn by the heaviest engine of the Company, named the "Pennsylvania." This courteous and faithful official has remained continuously in the services of the company ever since, celebrating the anniversary of the thirtieth year of service on the 4th of last July. He is held in high esteem, and is honored by all who know him. "The first excursionists," says Mr. Mundy, "were of a most excellent class of people, and were brought here by the company with a view to securing a practical interest in the place by them." In referring to this excursion, Mr. Beckett, who occupies a cottage on Massachusetts avenue every summer, says :

"I can well remember when the first excursion train passed over the broad, green, salt meadow land eastward from Absecon. A happier

or more patriotic party never mingled together on any occasion. The site of the new city was then clothed in the primeval habiliments of rude nature. Though not very inviting the general scene was novel to the excursionists. They gathered shells of the ocean, and brought them home as Neptune's souvenirs of the first trip to the sea. At that time ranges of hills of sand spread out on every side ; tangled underbrush and running vines impeded pedestrianists ; holly and cedar trees and bayberry bushes in all the rank luxuriosness of primeval wildness made up the general landscape, and furnished abiding places for foxes, rabbits, rats, and, in the line of insect nature, green and bluehead flies, the proverbial mosquito, which at certain times swarmed through the island. Here, there, and everywhere, in all parts of the strand, were the wrecks of vessels, some of them of very large dimensions. At the time of the excursion above alluded to, the ocean surf expended itself on the beach as far inland as the line of Pacific avenue. Atlantic avenue was then on paper. It had not been fully opened to public use. The rear of the Surf House was only a few yards from the high-tide line of the ocean, now it is nearly three-fourths of a mile. The change in the whole island, to say nothing of the private improvements, has been gradual and wonderful, and those persons whose lots reached to the line of the sea were fortunate in having their property enlarged by the action of the elements."

It seems to be but yesterday that where the wild winds and the sonorous tones of the ocean's ceaseless roar awakened melancholy forebodings, may now be heard the sweet strains of artistic melody. Where but a few years ago, the lonely and comfortless wanderer sought shelter among the rugged, brush-topped sand hills, are now elegant domiciles, handsome gardens, adorned with statuary and other embellishments, which wealth, enterprise and taste alone can display, all arranged on wide, straight and well graded avenues."

In 1857, Thomas McNees built the "National," where Myers' market now stands, and that became the headquarters of the excursionists, and remained such until the building of the "Sea View," in 1870. A long platform was built on Atlantic Avenue, in front of the "National," for the convenience of the excursionists. This platform led to the first difficulty with the city authorities, as to who had a right ful control of the avenue, ultimately resulting in litigation, which lasted until 1881, when the differences were amicably adjusted by concessions by both parties, in an ordinance passed in that year. The railroad track then did not go below the Surf House. Further on, in the communication dated October 4, 1878, referred to above, Mr. Beckett makes a remarkable prophecy and reveals his faith in the future prospects of the place. He says :

" There was a time when, for years, I could directly locate all the cottages, but of late, so vast and fast have the improvements sprung

up, as if by magic, that it would be a hopeless task to locate one-tenth of them now. So from this, you and your legion of readers can judge of Atlantic City as it was and as it is ; but what it is to be is a ques-



TWILIGHT BY THE SEA.

tion to be solved. Let me suggest, however, that within the next quarter of a century it will be the largest city in the State of New Jersey, with ocean ships at its large inlet piers, connecting the commerce

of the place with distant nations of the world. Mark the prophecy. In conclusion, allow me to say that for a number of years I have had the pleasure of noticing, through the columns of your valuable paper, the progressive steps taken in advancing the prosperity of the city by the sea, a name given to it by Messrs. Wilson and Barnewell of the newspaper fraternity, in the infantile hours of the place. The faces of these gentlemen were familiar then, but they have disappeared from the scenes of their early days. Their predictions have been fully verified, as I think mine will be before the semi-centennial anniversary of the founding of the place. This will probably be my last annual epistle about the city located on this beautiful isle of the sea. I have seen it creeping like a little child, just learning to walk and tottering in its infancy, but I have beheld it in the glory and vigor of its manhood, and therefore let me depart in peace."

All of our first residents and earlier visitors remember Mr. Beckett as a gentleman of the old school, and love him for the many admirable traits in his character.

THE FIRST HOP.

The initiative "hop," the arrangements for which were made by the guests themselves, who danced with the greater zest because of the preliminary excitement, was given in the dining room of Cottage Retreat. Three violinists were brought together to furnish the inspiration of the hour. The walls were adorned with festoons of cedar and holly, and the room illuminated with spermaceti candles. The next day revealed a plentiful sprinkling of grease upon the soles of the dancers—a sure testimony of the all-absorbing merriment and abandonment of the occasion. The United States Hotel also gave its first hop a few evenings subsequently, with the "United States Cornet Band" down from Philadelphia, to add *eclat* to the event. All reserve and hesitation were banished, and Dr. Reed says, every fantastic toe was electrified when the band, after a prelude of musical thunders, made the air vibrate with the ecstatic notes of "Pop goes the Weasel."

Hops were of almost daily occurrence at the Surf House. Each excursion brought its own music. Order was always preserved, and many of the summer guests used to go down and participate with the excursionists in the pleasure. People from the mainland frequently came over "to see the fun."

THE ICE TIDE OF 1857.

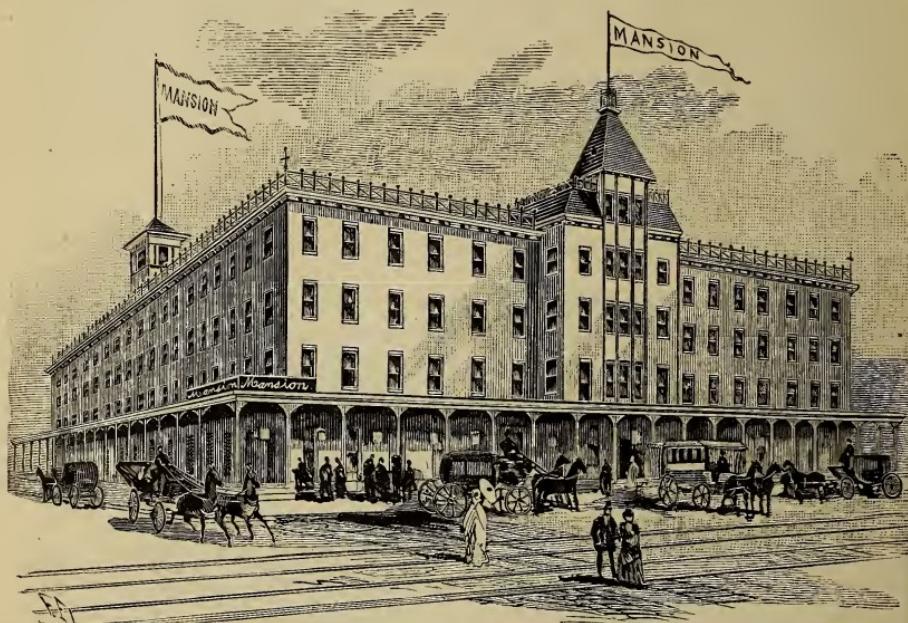
The winter of this year was terribly severe. December began snowy and intensely cold. Freezing winds from the west prevailed,

and the deepest snow in the history of the city is recorded in that year. The bays and thoroughfares were frozen to a depth of from three to six feet. All shipping was suspended. In January the wind shifted, and a violent "north-easter" set in. It prevailed for several days, sending the sea in the inlet with terrific force. This rushing tide lifted the ice and swept out on the meadows vessels of heavy tonnage. The pilings under the railroad bridge were lifted, and the consequent damage was so great as to prevent the passage of trains for weeks. The suffering of the poor became intense. Captain Edward Wilson, now residing here, says he walked across the meadows from Absecon about this time, and that drift ice was piled on the railroad track, five feet high. Jobby Conover and other oyster planters were financially ruined by the drifting away of vast oyster beds in the ice. Doughty's schooner, laden with wood, was taken to sea and lost, and numerous small craft completely demolished. There were icebergs on the beach twenty feet high.

THE FLY AND MOSQUITO PLAGUE OF 1858.

There is no rose without its thorn. Atlantic—the health-giving, the life-cheering Atlantic, in 1858 discovered a skeleton in its closet,—a skeleton whose dry bones rattled and sent a shudder through the nerves,—through the very marrow of the most robust visitors. How much more must it have affected those who were already unstrung by real illness, or still worse, by fancied invalidism! The deep sleep which its pure air so fostered was cruelly broken. The tranquil reverie to which its soothing breezes invited the happy soul was crushed as with the angry voice of demons. The idle saunter beside the tumbling surf, the complete absence of business thought to which the active mind was wooed by its ceaseless swirl and rythm, was changed to torture as with the sudden buzzing of the plague of Egypt. In the still, sweet hour of the night, and in the broad light of serene day, it came and sent anger and turmoil to the soul. The enterprising landlords, the railroad company, and the municipality itself, did their bravest and best to make their city a haven of health and rest. But the plagues of the ancients seemed to have settled upon the new siesta. Greenhead flies, gnats and mosquitoes became an instrument of torture and a plague, that sent the visitors homeward flying like foxes pursued by the hound. They came in clouds, and turned remorselessly against every living thing, by day and by night, in season and out of season, without rhyme or reason. Horses were covered with blood, and cattle waded in the ocean up totheir bellies, to escape, in a measure, the torture. Horses of the finer blood would lie down in the harness, and children would scratch and squall from the poisonous sting on

blotched limbs and faces. Excursionists begged the conductors to start homeward ahead of the scheduled time. An old resident tells us that strangers converted their handkerchiefs into masks for their faces, while men who never smoked before resorted to the weed to keep away the pests. A smoky fire was built before every house. Before going to bed the windows and doors would all be opened, a board put on top of the chimney, and a dense smoke sent through every chamber to "drive out the pesky varmints." After the house had been pretty thoroughly smoked, the board would be removed and the people re-



THE MANSION—CHAS. McGLADE, PROP'R.

enter. A communication to the Philadelphia *North American*, in August of that year, says:

SURF HOUSE, Aug. 11, 1858.

EDITOR NORTH AMERICAN: In my last letter I said mosquitoes were numerous here. They have since become a plague and there is no peace in the place. Myriads of greenhead flies and clouds of gnats have been added to the mosquito pests since the rain of Friday and the prevailing hot west winds a day or so thereafter. Last week the place was crowded with visitors—now they are escaping the scourge as rapidly as possible. This house is now surrounded with bonfires, in the hope that the smoke therefrom will drive off the enemy. But

even the smoke is a nuisance, for it is blinding and dirty. The horses attached to a carriage containing guests from the United States Hotel became so maddened from the attack of greenhead flies that they ran away near the inlet, demolished the carriage and broke the arm of one of the ladies. Last night two men boarding here were driven from their bed by the mosquitoes. On the principle that misery loves company they got the dinner gong and went banging it up and down the hall-ways, exclaiming that all of the male occupants were wanted in the ocean parlor at one o'clock sharp that morning. Every man responded to the call, for he did not know what was up. The women became alarmed and quickly dressed. They were invited to join the men at the parlor meeting. Every guest in the house was at that assemblage, anxious to know the object of the call. When all was still one of the gong chaps arose solemnly and with a fan in hand beating at the mosquitoes, said the meeting had been called for the purpose of taking action on a set of resolutions which his companion would read. The companion then arose and read a long preamble and set of resolutions bitterly attacking the flies and mosquitoes and winding up with a resolution that every guest in the house would take their departure unless the landlord put up mosquito netting to the doors and windows of the house. Everybody voted for the resolution, some one proposed three cheers for its author, which were given, when the men adjourned to the bar and the ladies to the ocean piazza. There was precious little sleep in the house that night. It is hardly necessary to add that the house next day was provided with an abundance of mosquito netting.

J. S.

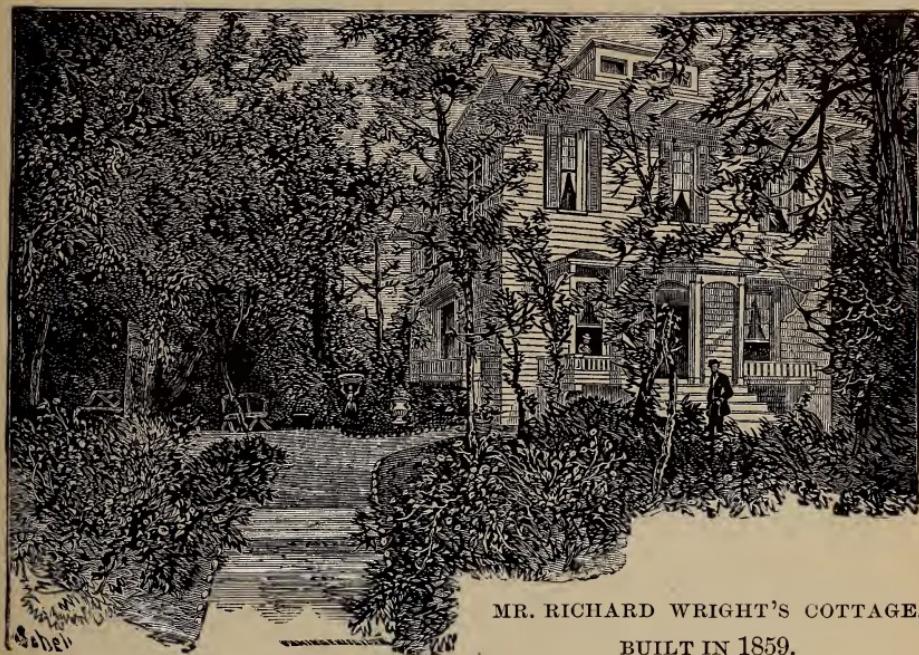
At a meeting of council held in August of the year above mentioned, it was deemed absolutely necessary for the future prosperity of the place that the mosquito and fly breeding holes and slashes be filled and graded. The island was full of such nuisances. One could scarcely go a block in any direction without running into one. Those in the immediate vicinity of the boarding houses were ordered filled, but little attention was paid to the command. It was not until the year 1860, that effective action was taken in the matter, and even then to no considerable worth. But the importance of ridding the city of these pests became yearly more apparent, and as the legislation became more stringent just in proportion were the low places filled. Dr. Lippincott, introduced the idea of pouring coal oil on the water of the ponds as a mosquito breeding preventative, which was used effectively by some for a few years, especially those living adjacent to stagnant water. Upon the organization of the board of health all the places of this description were declared nuisances, and the owners compelled to abate them. To-day there can scarcely be found a mosquito breeding spot in the city, and as a result there is not in America a watering-

place so free from mosquitoes. Greenheads have disappeared with the advance of civilization until they are as few here as at any other place.

THE DIFFICULTY OF OBTAINING GOOD WATER.

For many years the city experienced great difficulty in obtaining good water. With the exception of the high ridge of timbered sand hills running from the inlet through the centre of the island, down to Hill's Creek, it was almost impossible to sink a well that would yield water that was fit for drinking purposes, and it was only in certain places on the ridge that the water was good. Chalkley Leeds had a good well near his cottage on Massachusetts avenue ; George Hayday, who then kept the Exchange, on the site of the Camden and Atlantic depot, had a well of pure water, as did also Ryan Adams, at the corner of Arctic and Maryland avenues ; Dad Gray, across from his house, corner of Pennsylvania and Arctic ; Downing, of the Woodlin House, at the Y of the Camden and Atlantic Railroad, and John and Steelman Leeds, also had good wells. These people all lived on the line of this ridge, and had the only pure drinking water in the place. These facts we gather from an old resident carter, who used to gather water from these wells and sell it to the cottagers and hotel keepers at from twenty-five to fifty cents per barrel. Wells sunk in other parts of the island in some instances would yield clear and pure water at first, but in the course of a few weeks it would be liable to emit an unpleasant odor or become discolored. The plan of the people who live on the lowlands of the south was adopted from necessity, and many of our citizens built cemented cisterns, into which they gathered rain water from the roofs of houses. During excessively dry seasons these were exhausted, and the wells above referred to yielding insufficient water to supply the increased demand, the Camden and Atlantic Railroad Company brought over in tanks pure spring water from the mainland. This mode of supplying the city with drinking water was kept up for a considerable time, and as late as 1880, Mahlon Kirkbride, then of the City Hotel, did a profitable business in bringing water from the mainland and selling it among the cottages and hotels. The difficulty in procuring good water was for a number of years a great annoyance to Atlantic City, but the obstacle was overcome by the introduction of pure spring water from the mainland by the Atlantic City Water Company in 1882.

In 1856, Mr. Manassa McClees thought to solve the water problem by boring an Artesian well. He began by sinking a nine inch iron pipe, and after penetrating through various strata and a weak brine, to the depth of ninety feet, came to fresh water ; then the engineer in charge giving it as his opinion that the supply was inadequate,



MR. RICHARD WRIGHT'S COTTAGE,
BUILT IN 1859.

the process of boring was resumed, and to the astonishment of every one, a few inches deeper, salt water was again reached, and continued briny as far down as the conduit was carried, which was over 180 feet. Mr. McClees placed a thousand dollars in this "sinking" fund, and pronouncing it a failure, pocketed the loss. Unfortunately the memoranda that were made of the different strata and matters of interest connected with the undertaking have been lost.

FIRST RESIDENT PHYSICIAN.

Dr. Lewis Reed, the city's first resident physician, is still living here, and is universally beloved. He is in his 84th year, but is hale and hearty, and as chipper as a cricket. An account of his coming here is thus given by his son, who succeeded to his profession, and who has proven himself a worthy son of a worthy sire: "The dusky Indian, stretching forth his hand for support, finds disappointment in the yielding brush, and the invaluable mines of Potosi are made known; thus do accidents shape the conduct of men and control the course of human events. Dr. Lewis Reed leaves his home in Millville, in 1857, to go to Weymouth, in this county, loses his way, and brings up at Egg Harbor Station, just before the arrival of the down train for Atlantic City, and desires to give his tired horse respite, and pay the

sea-shore a flying visit. He arrives one day after the sad occasion in the Methodist church, when the need of a resident physician was present to all minds, and as he steps from the cars, is confronted by an old acquaintance, who greets him with the exclamation, "You are the very man we want here!" He was introduced to Lemuel Eldridge, Esq., who was residing in his attractive cottage, (now owned by Capt. Jas. D. Pratt) and whose chief employment was in those days "to betray tawny finned fishes" for amusement, below the pier on the Inlet, especially flounders, and to this day he is unable to look one in the eye without a gentle grimace delectable to behold; and his persuasive powers were brought into successful requisition. The climax was reached when he talked about fish—weak-fish, black-fish, snapping mackerel, flounders and sheephead! The venerable Ezekiel Cooper was wont to say on a Sunday evening, "Let us have prayers, and to-morrow morning, God willing, we will go fishing," and as he inveigled cat-fish from the rotting hold of a wrecked sloop on the oozy banks of the Maurice river, would sing in beautiful mood,

"Come on, my partners in distress,
My comrades through the wilderness,
Who still your bodies feed,
Awhile forego your griefs and fears,
And look beyond this vale of tears,
To that celestial hill."

The doctor can sing amen to the sentiment, and match the spirit of the worthy dominie—there being but one other man in Nuova Cæsarea (*Vulgar New Jersey*), who will patiently long for a bite—our sometime townsman and former master of Pink Cottage, John H. Jones, Esq., of Camden,—and convinced of the rare excellence of the fishing, his mind was captivated, and to the amazement of the abandoned friends in Millville, two weeks thereafter became a resident of Atlantic City. In the fall of 1858 he was elected mayor, and served the city for five terms."

THE CATTLE PLAYING A PART IN HISTORY.

The animal kingdom has played a part in the history of Atlantic City that is worthy of mention. Prior to 1864, the cattle, swine, and goats were permitted to run at large in the city. Up to that time every permanent resident of the place owned one or more cows. They were then profitable, from the fact that they subsisted almost wholly from the grass that grew so luxuriantly upon the meadows, and milk sold readily at ten cents per quart. The revenue derived from the sale of milk went far towards supporting many of the residents, and of course this had a tendency to increase rather than diminish the

number of cattle in the city. Old-time visitors will remember seeing hundreds of cattle standing knee-deep in the surf during the hot days of the summer, having sought this as a refuge from the green-head flies that infested the swamps at that time. Every family also had a herd of swine, and these were also a source of considerable revenue. The hogs were fattened principally from the slop coming from the hotels and boarding houses, and by autumn were ready for the slaughter-pen, without expense to their owners. Goats—ever the pioneers of new settlements—were numerous here, and the place was ably represented by the canine species.

Many efforts were made to prevent cattle from running at large, and there was a long and stubborn fight before it was accomplished. The non-resident property owners were unanimously in favor of driving the cattle and hogs from the city, but the resident population fought them step by step. Ordinances were frequently introduced into council, declaring that the cow, the hog, and the goat must go, but the residents had the votes, and the councilmen, with that sagacity characteristic of an office-holder, for many years bowed to their will. For several years the cattle question was made an issue in all municipal contests, and no man could hope for election who did not array himself on the side of the residents. All other issues were subordinated to this one. The intense interest shown in it recalls the story about the Western legislator, who was in the lobby when the roll was being called. Rushing to his seat he demanded that his vote be recorded, and at the same time asked what the question was. The speaker informed him that it was on the question of submitting a constitutional amendment to a vote of the people, whereupon the legislator, with disgust pictured upon his countenance, remarked in language more expressive than polite, "Oh, I thought it was the hog law," and declined to vote. But, notwithstanding the bitter contest, the cattle and hogs finally became such a nuisance that the old residents began to weaken. Some of them took sides with the non-residents, and in 1864, the ordinance prohibiting cattle from running at large was finally passed.

The goats were as mischievous as numerous. They had gnawed the bark from nearly every shade tree in town, and destroyed the shrubbery in many yards, and in several instances they entered unoccupied houses and stripped the paper from the walls. It was an easy matter to draw the line on the cow and hog, but the goats proved nuisances difficult to be abated. Everybody disowned them. Some of the poor people killed them for food, but even this did not seem to diminish their number nor stop their depredations. In this hour of persecution the goats found a friend in the small boy. He, as far as possible, shielded him from the minions of the law. One old goat, called "Ned White's Billy," used to follow the boys to school and

patiently wait for their appearance at recess or dismissal. However, Richard White, whose cottage now stands on the corner of Pacific and Virginia avenues, made a raid on the goats that proved successful. He organized a company of boys and paid them to gather up all the goats in town, succeeding in which he shipped them to Swamp Siding, now Pamona, and through an arrangement with Wm. Souder, baggage master, had them turned loose in the swamp. And thus ended the war upon cattle, as well as the war between the resident and non-resident property owners.



WILD DUCK IN THE BAY SEDGE.

CLAM CREEK FISHING COMPANY.

To "go a fishin'," is regarded the most perfect rest and best means of recuperation for an overwrought brain, and prostrated nervous system. Actuated by this belief, some Philadelphia gentlemen organized a fishing company, and founded a fish house, upon the banks of Clam Creek. The following leaf from their log book, describes in terse language, the event:

October 30th, 1858.—Foundation logs towed to Clam Creek by Messrs. Hicks and Tally, builders. Heavy storm and very high tides. Commenced building the following week. First rafter raised Novem-

ber 16th, at twenty minutes past ten o'clock; three cheers and one round; one half raised quarter past eleven o'clock, and one round. Finished raising ten minutes past twelve o'clock; six cheers and two bully drinks. House finished Friday, December 24th, 1858; opened May 5th, 1859, and all present: John Clark, President; W. W. Cress, Secretary; L. Chester, Treasurer; W. T. Blackman, E. H. Durell, Fort Ihrie, and Casper Heft, members." Later, Jas. D. Pratt, became President; Fred. Corinth, Secretary; John Harris, Treasurer. Life at this house was healthful, rustic and gay. The maxim of the members was "he lives longest who lives most," a motto that rivals the one of Diephic renown. The log book shows that if the fishing was bad the drinking was good. An occasional entry of "all wounded," mystifies the uninitiated. Failure and success were celebrated by a "right gude willy-naught!" The appended extract gives a clear idea of how the time passed: "Weather clear and cool, with high winds blowing sou'-sou'west." Baited our hooks and went for the finny denizens of Clam Creek. Finny denizens not hungry—did'nt bite—two hours spent in coaxing, when I was rewarded by capturing a fine eel. The rest of us not being rewarded, adjourned to the house, and indulged in a glass of *water*. Partook of bounteous supper, served up by that prince of caterers, Lum Smith. After supper, enjoyed ourselves by relating anecdotes, cracking jokes and drinking *water*. Time, two P. M.; retired and had a good night's rest.

SOME OF THE HIGH TIDES OF THE PAST.

The high tides of last September and January seem to have created the impression that the tides here are becoming more dangerous, but such is not the case. They are less frequent now, and are not so violent as formerly. During the earlier history of the place, high tides seem to have prevailed to a much greater extent than at this time. Until recent years it was no unusual occurrence for portions of the island to be submerged during spring tides. The spring and winter tides always came in from the meadow sides, and were known to frequently run as far down as Atlantic avenue. During one of these tides, in the spring of 1864, Elva Homan's family, residing in a house on the inlet, now known as "Sportsmen Home," had to be rescued in boats from the second story windows. The first floor was covered with water for several feet. All other houses in that locality were inundated, and were temporarily deserted by the occupants. The water rushed in torrents down Massachusetts avenue to Atlantic, and did some damage to property. Many residents on the meadow sides lost pigs and chickens, and some of them were greatly alarmed for their safety. "Old Sammy Corson," as he was familiarly known, who lived

in a hut on the margin of a pond, about where A. M. Bailey's cottage now stands, on Pennsylvania avenue, was found standing up on his "bunk" up to his knees in water, and was removed in a boat. The water rushed down and surrounded the school house on Pennsylvania avenue, and when school was dismissed, the children had to be removed in wagons or carried to Atlantic avenue by men in gum boots. Tides less threatening than these to-day would be looked upon as extremely dangerous were they of frequent occurrence. During such tides the meadows were so washed that the trains could not run, and for a day or two the mail had to be brought over in a hand-car from the mainland by Lewis Evans, of the Camden and Atlantic Railroad.

RECOLLECTIONS BY THOMAS MCADAMS.

"I came here before the railroad was built," said Mr. Thomas McAdams, "and helped spike the rails on Atlantic Avenue to the inlet. There was not an avenue graded, and on either side of the track were sand hills, swamps, and briar brambles. There wasn't a peck of gravel in the place. I boarded with a gang of railroad men at McDonald's, on South Carolina Avenue, where the Tammany House now is. The first locomotive ever on the island was the 'Roanoke,' brought over from Absecon in a scow. The track had only been laid so far as Absecon, and before beginning work on the meadows rails, ties and the Roanoke were sent over here by water. For years there was trouble with the meadow track. The rails were too low, and every big storm tide would wash them out of place. We were frequently cut off from railway communication with the mainland for several days. Only until recent years did the company acquire sufficient means to build the road so it would withstand the storm-tides. I remember very well an indignation meeting by a gang of railroad workmen under one of the sub-contractors who ran away without paying the men. He got into Ryan Adams, Wm. Carter and others for a considerable amount of money. He probably would have been pitched into the thoroughfare if the men could have gotten their hands on him. Soon after I was employed by Mr. Daniel Morris, who surveyed and laid out the first streets. I shall never forget the ice-tide of '57. That was a terrible experience for the seaside pioneers. The drawbridge was lifted out of place, vessels were sent high upon the meadows. Doughty's schooner, laden with wood, parted her moorings and went out of the inlet with the ice. She was picked up at sea, stripped of rigging and burned. Mr. Doughty recovered the sails in New York. I rolled a barrel of flour across the meadows from Absecon to this place. I relate these incidents to show the trials we had to contend with at



PACIFIC AVENUE, EASTWARD VIEW.

that early time. We had several severe storms later. John Culligan perished in attempting to cross the meadows about the year 1863. It was impossible for the train to get over and the Atlantic passengers, which were few in that day, had to stay at Absecon. Culligan and Joe Barstow were on the train. Culligan wanted Barstow to walk over the meadows with him. It was dark, cold and stormy, and Joe wisely concluded not to make the venture. Culligan started out alone. Barstow waited until morning and set out for home. It was a hard road to travel, but Joe's Yankee pluck was equal to the task, and just before his journey was ended he discovered poor John dead in the ice, a short distance beyond the thoroughfare drawbridge. Geo. Hayday, Geo. Keats, Thos. Brady and myself went over and brought his body home."

FIRST CITY SURVEYOR.

At a meeting of council, on May 28, 1855, Mr. Daniel Morris was appointed city surveyor, on motion of councilman Hackett. Mr. Morris did all of the surveying of the city for a number of years. He is still an honored citizen. Messrs. E. S. Reed, T. C. Garrett, F. F. Wurtz, Hitchens and Park succeeded him.

RECOLLECTIONS BY MR. BEDLOE.

Mr. Thomas Bedloe recalls the following interesting incidents of the early days of Atlantic City. "At the time of which I speak, the year 1856," he said, "the Camden and Atlantic Railroad Depot stood in front of Schaufler's Hotel, at the corner of Atlantic and North Carolina avenues. Pat. Cruse, was then the Company's watchman at the depot. On Easter Sunday of that year, a serious riot occurred there that will be memorable to all who were in Atlantic City at that time. Carpenters were working on the Ashland and other houses, and they, having indulged too freely in egg nog and other exhilarating fluids, determined to vent their rowdy spirits by destroying the depot property. Accordingly, they went to the place and began smashing the windows. Cruse remonstrated with them and he was savagely attacked by the crowd. Old man Stewart, who then lived on the present site of the Camden and Atlantic depot, went to Cruse's assistance, giving him a shovel with which he might defend himself. Cruse pitched into the gang of desperate men and gave one of them a blow with the shovel, that it was supposed had killed him. Old man McDonald then appeared on the scene with a fence rail, and he wielded it

so valiantly, knocking the carpenters down right and left, that the rioters were for the moment repulsed. The row now became more serious and turbulent than ever, pistols and knives being drawn by the roughs. By this time, however, there were a dozen sturdy men on Cruse's side, and amidst the firing several persons were wounded. The carpenters retreated to the residence of A. C. English, now occupied by John Hammon, on South Carolina avenue. Some of them crawled under the building and others entered the house itself and locked the doors after them. Cruse and his followers crept under the building after those who had concealed themselves there, and a vigorous fight occurred on hands and knees. Alex. Higgins had narrowly escaped a pistol shot a few moments before the retreat; a rioter presented a pistol close to his head, but Alexander dexterously interposed his trusty shovel and the fatal ball was averted. The fight ended victoriously for the Atlantic City men and the rioters were dispersed."

"I also remember another incident," continued Mr. Bedloe, "which was the subject of much interest about that time. Pat Higgins, a carter and grader, who worked for Daniel Morris, then the city surveyor, and now a well-known resident, was missed from his home. Pat was a jovial soul, fond of the creature comforts, in which he frequently indulged to excess. For days searching bodies sought diligently for him, but no information could be gained concerning his whereabouts. Finally, at the end of two weeks, somebody saw a corpse on the margin of a pond formed where Rudman's cottage now stands, on Virginia avenue. It was all that was left of Pat, and close to his side was a whiskey demijohn. There was no need of a coroner's jury to sit on his case."

"And would you believe it," Mr. Bedloe said, "that right where the inlet channel now flows, was the place where the 'boys' used to hold high old carnival. There was a saloon located there in the middle of a dense growth of underbrush, and the spot was called Jordanville. The 'boys' who didn't go to Sunday School used to make Jordanville their headquarters. The old saloon building is now a part of Schaufler's present hotel, it having been removed from the inlet."

MR. SCHAUFLER'S EARLY EXPERIENCE.

Few men now living in Atlantic City are more conversant with its early history than Alois Schaufler, who rose into affluence and citizenship by years of struggles and honest effort, dating back to the very origin of the resort itself. "I came to this place in June, 1855," said Mr. Schaufler, "and worked for Casper Crouse, who kept a little place called Jordanville, located right in the channel of the present inlet, between Atlantic and Arctic avenues. I was a general utility man for



A VIEW OF THE INLET.

Crouse, and remained with him until the Fall, when I returned to Philadelphia and was employed at blacking stoves in a store at Second and Race Streets. In 1856, I came back to Atlantic, and became acquainted with Charles Burkhardt, who built for me a shanty near the Light House. The following winter I became watchman for Nicholas Worth, who sold the first beer drawn in Atlantic City. His house was where Thomas A. French's Clifton House now stands, at the corner of Atlantic and Connecticut avenues. I remember receiving visits at my shanty from William Grosholtz, Richard Wright, and other Philadelphians, who suggested that I should keep beer. Casper Crouse sold me a keg. Sheriff Magee and six or seven other Philadelphians, who were here, hearing of my purchase, came to my place, and Magee said to me, in Pennsylvania Dutch, "Duthey, have you got some lager beer?" I replied in German that I had, but that my place was without glasses. The sheriff said that the beer must be communicated to their stomachs in some

way, and I went into the kitchen and got a small pitcher, with a broken handle. Then I discovered that I had no spigot. I ran to Thomas Bedloe's hole, corner of Atlantic and Massachusetts Avenues, and borrowed a tin molasses spigot, but when I inspected the bung-hole, I saw that it was very large and the spigot very small. An idea suggested itself to me, and retiring into my back room, I tore off a part of my jacket, wrapped it about the spigot, knocked in the bung and inserted the spigot. Then the beer flowed, and all hands drank eagerly from my broken pitcher, the sheriff paying me twenty-five cents for each pitcherful. That was really my first business encouragement."

"The following year I built a small place about sixteen by eighteen feet in dimensions, on the site of the present Schaufler's Hotel. I remember there was a big, deep pond formed in front of the hotel, across which pond there was a plank walk leading to my house, and over it the passengers used to come to get their beer before departing. The next year, Casper Crouse, becoming alarmed at the encroachment of the sea, was eager to sell out. I bought his house, put strong supports under it, and felt sure of a good bargain. The morning after, I went to look at my purchase, and discovered that the underpinning had been washed away and my house was deep in sand and water. I got George Keates and others to move it down to my lot, where "Schaufler's" now stands. That part of the hotel in which the office is now situated, was once the saloon at Jordanville. Then my prosperity began. But I had seen very dismal times up in the old Burkhardt House. My son, Ollie, was born there, and I shall never forget one prominent citizen, who then owned five or six houses, and could have easily granted me shelter for my sick wife, who, when I applied to him for a suitable place to take her during her term of confinement, replied, "I show no favors to foreigners." The child was born, but my wife died from the cold she contracted during her sickness. Old Grandmother Leeds and Lemuel Eldridge, hearing of my troubles, each gave me a \$5 gold-piece. Dr. Lewis Reed gave me medicine on trust, and the wife of the present Tax Collector, Thomas C. Garrett, attended my poor wife assiduously. The nearest building to my own was a shanty where the gamblers used to make a rendezvous. It stood where Heckler's Hotel now stands, at the corner of Atlantic and North Carolina avenues. It was quite a notorious resort until Mayor Lewis Reed broke it up, and the building was purchased by Wm. G. Bartlett, and removed to the site of the present National Bank, and rented to big Billy Adams for a grocery store."

The weather of the winter of 1857 was intensely cold, and was noted for its snow-storms and high tides. The drawbridge was partly swept away, and for a considerable time the passengers were ferried across the thoroughfare. I saw ice piled cake upon cake on the beach,

ten feet high. When it melted, ponds were formed there which blue-bill ducks used to frequent. I shot a good many of these that winter. Food was scarce among the poorer people, many of whom suffered greatly for the want of the simplest necessities of life. I can recall a walk I took to Absecon to get half a bushel of potatoes. I trudged back through the snow-drifts on the meadows, crossed the thoroughfare with the potatoes on my back, only to find when I arrived that they had been frozen hard and were almost worthless. Christian Born, Godfrey Frank and his brother, and myself, were probably the only Germans on the island at that time. There was a strong prejudice manifested against foreigners, and we were obliged to depend on our own resources."

FIRST LIFE-SAVING STATION.

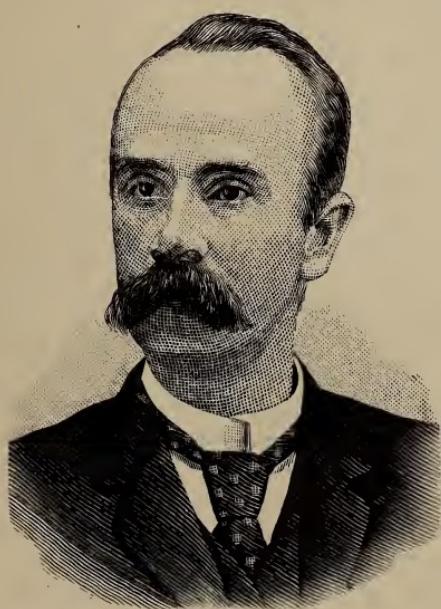
The first life-saving station established on this beach was opened about thirty-five years ago, and was known as the "Government boat-house." It stood near Connecticut avenue, about where the Ocean House now stands. Barton Gaskill was first keeper. When Buchanan was elected, Samuel Adams succeeded Gaskill, holding the position for five years, when Gaskill was re-appointed by Lincoln, and retained the position continuously, for sixteen years. When the improved system was adopted by the Government, the station was moved to its present site in the light-house yard. Captain Amasa Bowen has been the efficient keeper for the past five years.

A CHAT WITH THE FIRST ICE MAN.

"I had the first ice wagon and the first milk cart in Atlantic City," said Mr. Augustus Turner, "and whenever I see one of the present handsome wagons of my friend Wm. G. Bartlett, or of the Knickerbocker Company pass by, my mind reverts to my early experience in the ice business. I had an old canvas-covered wagon, out of which the city's entire ice supply was sold. That was when you wore a pinafore and long before anybody thought you would write a history. Weigh & Co., of Philadelphia, had built an ice-house away up-town. The site of this old ice-house is somewhere in the inlet channel of to-day. There was a grove of trees and considerable distance between the ice-house and the inlet then, but 'Old Nep.' has 'knocked out' the grove and sent the sand hills of that quarter down in front of the city. John McClees, Lemuel Eldridge and others owned the land that

washed away. What they lost by the encroachment of the sea, Charley Evans, Mr. Lippincott, Keim & Sons and others gained. It's an ill wind that blows nobody good, you know. The old John Horner houee, built by the Salt-works Company, stood near the ice-house. John Horner, by-the-way, was one of the early characters of the place, and so was his horse. His 'old hoss' and Lardner Somers' 'old Luce,' each held conspicuous places in the early history of Atlantic City, and they are more worthy of being immortalized in history than some of the men I dare say you will mention. 'Dad Horner' has gone to his final home, but he is still represented here in his

sons, Harry and Charles, both industrious citizens. Lardner Somers is still kicking, and apparently is 'just as young as he used to be.' He has lived up in the 'old field,' or hard by, for the past thirty years. While he has driven more pretentious nags than old 'Luce,' I'll warrant that he never had a more faithful one. When I drove an ice wagon in 1856, I always had a sharp axe on hand to cut away the limbs. I have had to cut many a limb that stood in my way on Pennsylvania and other avenues. There was no gas, telephones,



CHAS. MAXWELL, PRESENT MAYOR.

electric lights, flagstone pavements, etc., in those days. Oh, no; we had to trudge through sand and fight green-head flies, but the people who lived here made just as much money then as now, because there weren't so many of them after the pennies. With a capital of \$1,000 one could become a land speculator, and clear a good round sum without waiting very long. But to-day, nothing short of \$20,000 will answer the purpose of a land speculator, and he must be a precious small speculator at that, and I don't believe he could realize as big a profit on a \$20,000 investment as the old-time speculator could on a \$1,000 investment."

A PROMINENT CITIZEN'S FIRST TRIP.

Mr. Joseph A. Barstow, who is now one of Atlantic City's influential and prominent citizens, illustrates the isolated and desolate character of the place before the railroad was extended this far. He says : "I had heard of Atlantic City, and one day I thought I would make a trip down from Philadelphia out of curiosity. At Camden I was told that the Camden and Atlantic Railroad had then been completed only as far as Spring Garden. I traveled that far on a freight train, and at Spring Garden I took a stage. We stopped at Baker's Hotel, in May's Landing, and got to Absecon the following evening about seven o'clock, going to Burr's Hotel. Then there was a small steamboat running between Absecon and Atlantic City, but when we arrived at eve, the captain said it was too late for him to make the trip. But there were several of us bound for Atlantic, so we finally persuaded him to take us. We landed where the Clam Creek boat houses are. The tide was unusually high, and an embankment running across the meadows to the Atlantic House formed a sort of foot-path to that hotel. I remember that the night was very dark (we landed about eleven o'clock), and the bank being narrow the walk was fraught with many slips and slides down into the water. When we got to the Atlantic House, which was then kept by Thomas McNeelis, I was given a room with a stranger, who proved to be Thomas Williams, and who, I clearly remember, spent a part of the night in quizzing me to learn who I was and what I came for. I walked through the place the next day and saw but six or eight houses. The "city" was then a vast waste of sand hills, ponds, cedars and brambles. I remained there a week and then went back to Philadelphia.. When the United States Hotel was building I came back, and have remained here ever since. But if anyone had told me during my first visit that Atlantic City would some day become my home, I would have laughed heartily at the absurdity of such a prediction."

THE FIRST NATIVE BORN.

In a paper read before the Literary Association, Dec. 25, 1875, Mr. Robert B. Leeds said :

"I was born here, Mr. President, and well recollect when the fourth house was built, and built the eighth myself in the year 1853."

Mr. Leeds' eldest daughter was probably the first born after the incorporation of the city, her birth occurring in June of that year. A reference to the early titles herein published will remind the reader that the father of the first born (Jeremiah Leeds) a few years previous

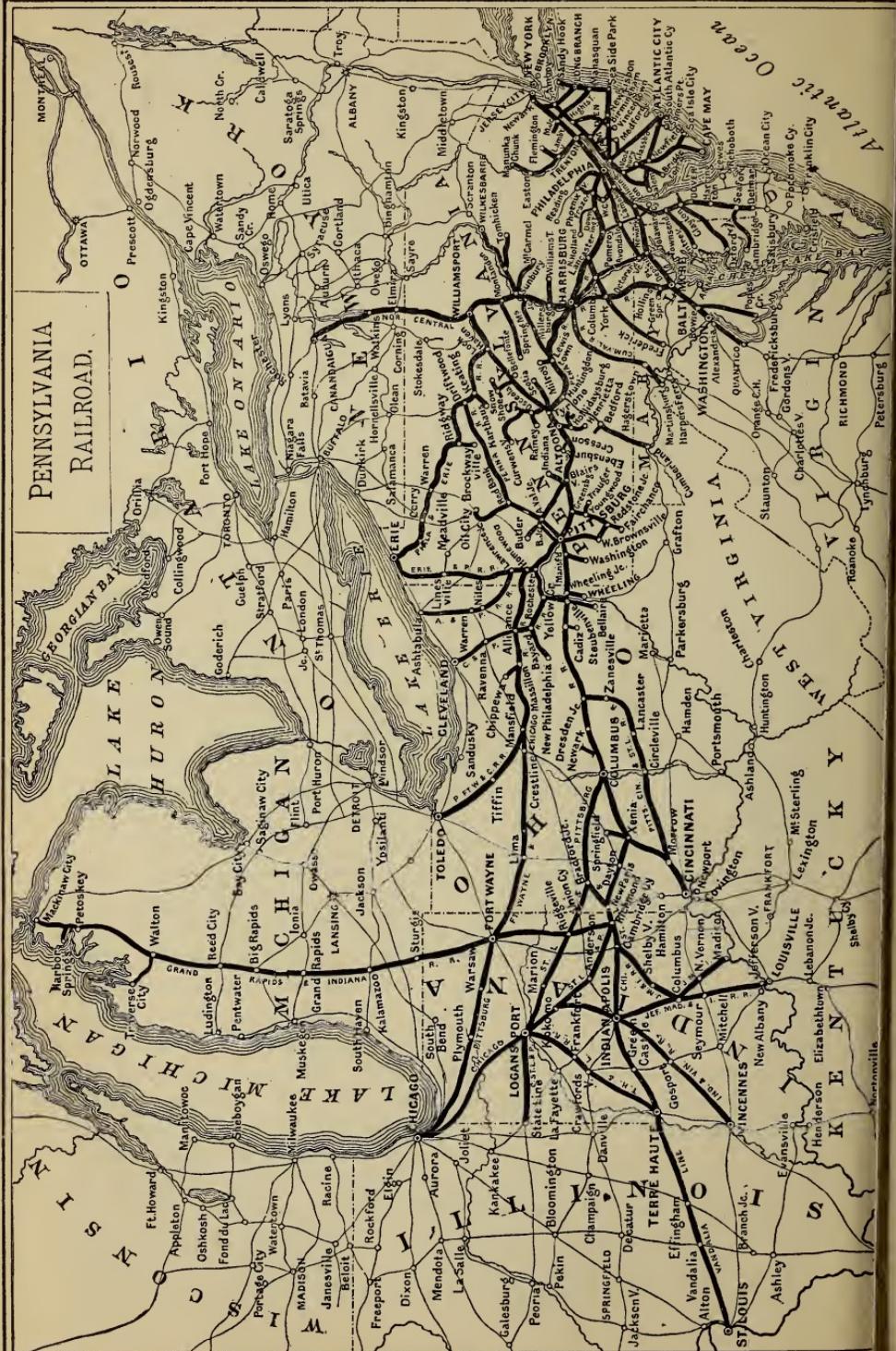
practically owned the entire island upon which prosperous and populous Atlantic is to-day situated. History repeats itself again in this instance. The sons of the pioneer, unlike their ancestor, are not monarchs of all they survey. "Outsiders" have come in and possessed the land, and the sons of old Jeremiah can indeed soliloquize :

" Is this the land our father loved,
The freedom which he toiled to win?
Is this the soil whereon he moved?
Are we the sons by whom are born
The mantles which the dead have worn?"

THE FIRST BOARD-WALK.

The plan for the building of the first board-walk was conceived in the spring of 1870, by Jacob Keim, proprietor of the Chester County House, and Alex. Boardman, who was then a conductor, on the Camden and Atlantic Railroad. They invited a few citizens to a meeting at that house to consider the means for constructing one for the summer of that year. There were present John M. Ford, Lewis Grossholtz, John Donovan, David C. Spooner, Philip Hoeness, of Atlantic, and George W. Gilbert, representing the Lewis estate, and H. L. Bonsall, of the Camden *Republic*. A petition to Council was drawn up at this meeting, urging the building of an ocean promenade, and a day or two later, Messrs. Keim and Boardman went to the beach and surveyed it from the light-house to the "Sea View." Mr. Keim's estimate of the cost of such a walk was \$5,000. Then the petition was circulated for signatures, both in Atlantic and in Philadelphia, and Mr. Keim presented it to Council, urging in a strong speech that it might be complied with. There was some opposition manifested at first because, it was said, such a walk would draw business from the avenues. But finally a committee of Council, consisting of Amos Bullock and Joshua Note, was authorized to purchase the necessary lumber from Messrs. Brown & Woelpper. Councilman John Gouldey earnestly championed the cause. G. W. N. Custer, who was the Superintendent of the Camden and Atlantic Railroad, gave the plan much encouragement, and he permitted conductor Boardman leave of absence from his duties to canvas for the undertaking, remarking : "If you can accomplish your purpose, I think Atlantic City will be made, and the Camden & Atlantic Railroad much benefitted." The city was poor at that time, and it was necessary to raise the means by the issue of script payable in the following season, when the license fund fell due. This script Brown & Woelpper cheerfully accepted, and the board-walk, which has since become such an indispensable feature of Atlantic, was finished on June 26th, 1870. Its opening was celebrated by an excursion to Congress Hall and the Ocean House."

PENNSYLVANIA
RAILROAD.



THE CHILDREN'S SEA-SHORE HOUSE.

This institution, the first of its kind in the United States, was opened in a small cottage in 1872, and incorporated as the "Children's Sea-Shore House at Atlantic City, for Invalid Children," February, 1873. In July of the same year the institution was re-opened in its present location, then occupying what is now its main building. Since that time its capacity has been each year increased, principally by the erection of little cottages, until it now has accommodations for about one hundred children and twenty-six mothers.

The object of the corporation is to maintain, at the sea-shore, an institution in which children of the poorer classes, suffering from non-contagious diseases or from debility incident to the hot weather and a crowded city, may have good nursing and medical care, without regard to creed, color, or nationality.

Children over three years of age are cared for by competent nurses in the large airy wards of the main building, and, in order that those too young to be separated from their mothers, may also be admitted, little cottages have been erected for the mothers almost upon the beach. One of them is assigned to each mother with a sick infant. She may also have one other child with her, and have for herself and children the exclusive use of the cottage, taking care of it and her children, but having her meals provided for her in the main building. A separate building, located immediately on the beach, is used for very serious cases, needing closer attention and greater quiet than can be had otherwise.

Since this institution was first opened, other most excellent organizations, with kindred objects, have been formed in Philadelphia.

Managers for 1884: President, James S. Whitney, 1815 Vine St. Secretary, J. Shipley Newlin, 337 Market St. Treasurer, Edward A. Sibley, 136 N. Fourth St. Rene Guillou, 615 Walnut St.; Christian J. Hoffman, 112 Walnut St.; Frank K. Hippel, 704 Walnut St.; Mrs. James S. Whitney, 1815 Vine St.; Mrs. Rene Guillou, 1722 Vine St.; Mrs. Horace C. Disston, 1906 Walnut St.; Mrs. Benj. B. Reath, 1538 Pine St. Physician in Charge, Wm. H. Bennett, M. D., 332 S. Fifteenth St. (Children's Sea-Shore House, Atlantic City, during the summer.) Examining Physicians: Lemuel J. Deal, M. D., 552 E. Dauphin St.; Fred'k P. Henry, M. D., 721 Pine St.; Charles A. Currie, M. D., 5118 Main St., Germantown. Consulting Physician, R. A. F. Penrose, M. D., 1331 Spruce St. Consulting Surgeon, Jno. Ashurst, Jr., M. D., 2000 W. Delancy Place.

UNION LEAGUE AND LITERARY ASSOCIATION.

During the early part of the Rebellion a secret organization was formed composed of Republicans exclusively, and called the Union

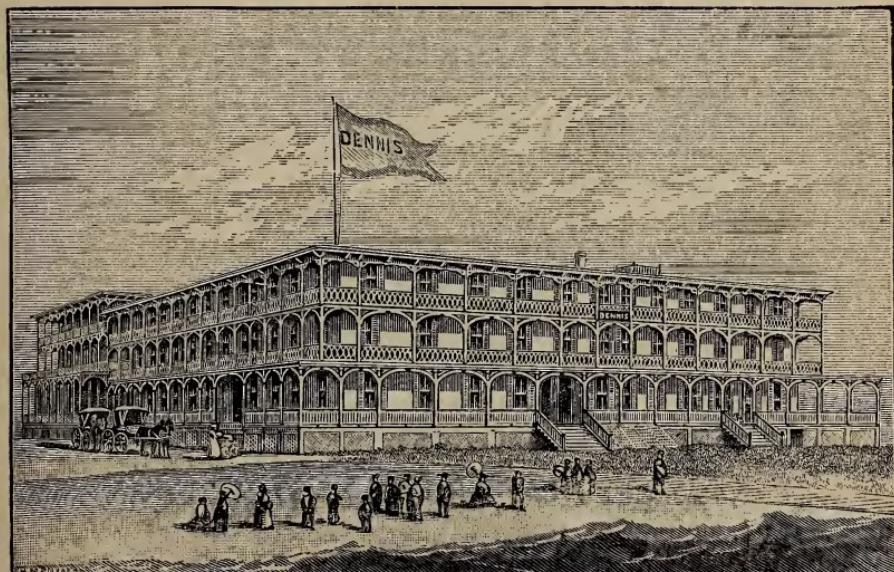
League, of which Lewis Evans was president. The Union League retained its organization until 1869. It held its first meetings in the Evard House, then at Tompkin's ice cream saloon, and later in the Bye House, on Atlantic avenue. The most praiseworthy work of the League was the institution of a branch society which it named the "Literary Association." This society was non-partisan, and all persons, including ladies, were invited to join. The object of the Association was what its name signifies—a cultivation of literary tastes and an improvement of the winter evenings. The excellent influence of this society is manifest to the present day, several of our most prominent citizens being largely indebted to its exercises for their present honored position. Nothing has ever so inspired the young men of the community to the pursuit of knowledge and a reliance upon their own force of character. According to the population of that time, the meetings of this Literary Association were the most largely attended and most effective for mental improvement, of any ever held in the city. Among those most prominent in the debating contests, were Newton Keim, John J. Gardner, John L. Bryant, Dr. Thos. K. Reed, Jacob Keim, Levi C. Albertson, D. W. Belisle, S. R. Morse, Gideon Grier, and others whose names we cannot recall. The winter days of that quiet time were spent chiefly in preparation for these mental contests. A subject would be selected by the president, and those assigned to the affirmative and negative sides of the question were given a week to prepare. Perhaps no closer thought or more careful research was ever given subjects before a debating society. It was a test of metal and a trial of pride, that was appreciated by the large assemblages, and which has since proven of incalculable benefit to the participants. Another interesting and profitable feature was the journal read at each meeting. The editorship, which lasted a week only, was assigned to any person the president might chose. Communications were solicited, and that the modest beginner might be encouraged, the name of the author, if desired, was kept secret. Dramatic entertainments were given, and many will recall to mind the local fame won by the actors of "Down by the Sea." The Association held winter sessions of varying interest and success until 1880, when, to the misfortune of the community, it was permitted to disband. The much worn phrase "gone but not forgotten," applies truthfully in this connection.

"When time which steals our years away,
Shall steal our pleasures, too,
The memory of the past will stay,
And half our joys renew,"

THE MITCHNER LAND SALE.

Probably the greatest sacrifice of land in Atlantic City was that sold by Thos. Dudley, acting for the trustees of what is remembered

as the Mitchner estate. In order to settle the accounts of the estate the sale was made in 1865. The land had been divided into lots, and was located at various places between Connecticut and Pennsylvania avenues, running from the ocean to the meadows. Very few people attended the sale and when the price at which lots had been sold for became known, there was a general expression of astonishment. From Mr. R. T. Evard we learn that lots on New Jersey avenue, between Atlantic and Maryland avenues, sold for \$16 each, and that lots of the same dimension on Arctic avenue sold for \$6 each. Three



THE DENNIS—JOS. H. BORTON, PROPRIETOR.

years later some of the land that was bought for \$16 was sold for \$600. The same lots could not be purchased now for less than \$1,000 each. Over towards Pacific avenue lots were disposed of at prices ranging from \$50 to about \$150. Mr. Chas. Burkhardt made several purchases on this occasion, from which he realized largely afterwards. The whole square between Connecticut and New Jersey avenues, running from Pacific avenue to the ocean, was offered for sale at \$1,000, and did not receive a bidder. It was thereupon sold in lots, netting about \$1,300 for the square. A single lot on Pacific avenue could not be purchased for that sum to-day.

ATLANTIC CITY HORSE CAR AND PASSENGER RAILROAD.

This company secured a charter from the State Legislature on February 8th, 1869, granting certain privileges mentioned in an ordinance passed by Council, and herein printed. The incorporators were: Henry L. Elder, Jos. H. Borton, Wm. G. Bartlett, Jos. A. Barstow, Horace Whiteman, D. C. Spooner, Alex. H. Boardman. Mr. Boardman was the projector of the enterprise. A company was organized at Schaufler's Hotel, April 13th, 1874, by the election of the following officers: President, David C. Spooner; Treasurer, Wm. G. Bartlett; Secretary, Jos. N. Piersol; Directors, Geo. F. Currie, Geo. W. Hinkle, John Morgan, Ernest Kretzmar, John C. Spooner. In the early part of March, 1869, council passed an ordinance granting the company the privilege of laying a track, "commencing at or near a point known as the Absecon Inlet; thence along some convenient street or streets to Massachusetts avenue; thence along Massachusetts avenue to Pacific avenue; thence along Pacific avenue to a point at or near Missouri avenue, with all necessary turnouts, etc., with the privilege of extending the same to Great Egg Harbor Inlet." The ordinance provided that the company should "keep that portion of the street in repair over which their cars pass, and to the extent of four feet on either side of the track." The company was also required to put in plank crossings at all cross streets and keep them in repair.

On April 13th, 1874, the company got another ordinance granting it additional privileges on Ohio, Pacific, Michigan, and New Hampshire avenues. The company, in this ordinance was given the privilege of constructing a track on said avenues, with "all necessary turnouts and switches, commencing at a point in New Hampshire avenue near the Inlet, and running in the centre of said New Hampshire avenue to Atlantic avenue, and running parallel with said Atlantic avenue to Ohio avenue, and running in the centre of said Ohio avenue from Atlantic avenue to Pacific avenue, and running in the centre of Pacific avenue from Ohio avenue to the Sea View Excursion House, and commencing at Pacific avenue and running along the centre of said Michigan avenue to Atlantic avenue, and running from thence along Atlantic avenue and connecting with said track at Ohio avenue.

In October, 1874, the company brought rails, stringers and ties here in a vessel. A large force of men came down on an evening train of the Camden & Atlantic, and sometime during the night began to break into the avenue. The first notice the city had was the glimmer of a number of torchlights on Atlantic avenue, near Massachusetts avenue, where the men first put in their picks. The object of beginning at this unusual time, probably was, to get the track laid as far as North Carolina avenue (disputed territory), be-

fore the Camden & Atlantic Railroad Company could get an injunction restraining them. A telegram was sent to A. K. Hay, President of the Camden & Atlantic, notifying him of the action of the horse-car company. He went to Newark, awakened the Chancellor about midnight, procured an injunction, returned to Camden and came to Atlantic on a special train, arriving and serving the injunction upon the "boss" of the men at work when they were within a few feet of North Carolina avenue: The "passenger company" suspended operations, and litigation began which was never settled.

On the 17th of May, 1875, Council passed the following repealer:

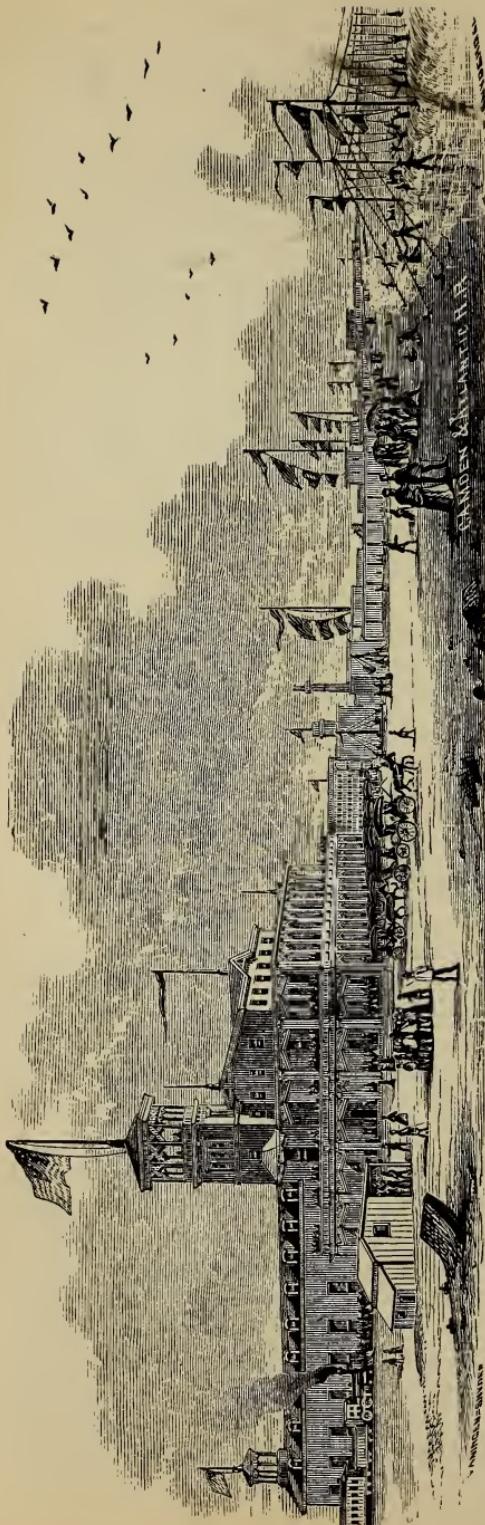
"Be it ordained by the City Council of Atlantic City, That the Ordinance entitled, 'An Ordinance for the Atlantic City Passenger Railroad,' passed March 16th, 1869, and also the ordinance entitled 'An Ordinance to grant a limited use of Atlantic, Ohio, Pacific, Michigan and New Hampshire avenues for the purpose of a Horse-car Railroad Company,' passed April 13th, eighteen hundred and seventy-four, be, and the same are hereby repealed.

"Passed May 17, 1875."

The Company retains its organization by holding stated meetings. It claims several important privileges under its charter, and the fact of having begun work and made a great outlay of money before the passage of the repealer.

MURDER AND SUICIDE.

In the early part of July, 1865, Thomas Shriner was killed by a carpenter; in self-defence. Shriner was a Philadelphia ward politician, who came here in the Spring of '65, and began the construction of a small two-story hotel, at the corner of Atlantic and Kentucky avenues, where Daniel Whealey's St. Clair Hotel is now situated. The work on the building had been completed on Monday, and the carpenters on the afternoon of that day were sitting on the porch waiting to be paid off. Shriner was out driving, and when he returned was intoxicated. The request for wages put him in a violent temper, and he began to abuse the men. He ordered them off the premises with murderous threats. He followed them into the middle of the street, where he began to assault the carpenter, striking him and pulling the whiskers from the side of his face. The carpenter had a carpenter's compass in his hand, which he thrust into the side of Shriner. Shriner went into the house, saying, as he did so, that he would see him later. He lay down on a settee, and died in less than an hour. The carpenter was arrested, and tried before Mayor Evard, who committed him to the county jail to await the action of the grand jury. That tribunal failed to find a bill of indictment on the ground that the deed was done



SEAVIEW EXCURSION HOUSE.

in self-defense, and he was acquitted. Mr. Thomas Daly and present City Clerk Albertson witnessed the tragedy.

About seven o'clock on the evening of Sunday, July 10, 1881, John Somers, employed in Disston's mill in this place, brained special officer William Mussen with an axe. Death ensued shortly thereafter. Mussen was sixty-five years of age and was watchman for the Dissitons. Somers had been on a debauch and was crazed by liquor when he perpetrated the crime. Mussen's only offense was in remonstrating with Somers for quarreling with his wife. When sober he was a peaceable, orderly citizen. He had a captain's commission during the war and distinguished himself for bravery. He was tried before Judge Reed at May's Landing and sentenced to State's prison for life, where he is now serving his term. His previous good character and excellent record as a soldier was probably what saved him from the gallows. H. L. Slape, Esq., was his counsel.

Howard D. Strickland, twenty years of age, residing on Maryland Avenue, committed suicide by drowning, in Clam Creek, near the boat

houses, on Sunday night, February 1, 1880. No positive cause is assigned for the act.

About five o'clock on the morning of August 11, 1880, a newsboy passing the beach pavilion of the Shelburne House, saw a man lying dead on one of the seats. Investigation proved it to be Geo. B. Hacker, of Philadelphia. Two vials labeled "laudanum" were found in his pocket, as was also the following note :

"Mrs. G. W. Hacker, 338 Eleventh Avenue, New York, care of Mrs. Bradford or Mrs. Ocean, Haverstraw, N. J." On the opposite side of the paper was :

"Writing autographs is tough,
I've written two lines and that's enough."

The body was taken in charge by Hacker's mother, who was residing in Manayunk. He was twenty-five years of age, and was married.

John G. Vose arrived from Philadelphia, on the evening of March 17th, 1874, and registered at the "West End," now Kuehnle's. Chatting pleasantly with Mr. R. A. Field, proprietor, and conductor Wyatt, he enquired for directions to the post office, and started therefor. His body was discovered on the beach in the morning by Daniel Paul. It transpired that he was from Orange, N. J., and had escaped from Kirkbride's Asylum for the insane, into which he had been placed on account of a demented mind, the result of brooding over the death of his wife, in Europe, the year previous. The letter mailed in this city was to a relative in Orange, stating that he was going to swim over to Europe to see his wife.

Mrs. Paul Hambrick, an aged lady, committed suicide by drowning in the ocean on the night of September 11, 1883. Her body was found a short distance below the Excursion House, on the following morning. Family troubles are supposed to have impelled her to the deed.

SAD CASE OF DROWNING.

A very sad case of drowning, in which five persons found watery graves, happened at the bar, at the entrance of the inlet, on Friday afternoon, July 18, 1874. Daniel Offly Sharpless and his wife, Esther; Miss Caroline Sharpless, a young lady about nineteen years of age; Master Alfred Sharpless, a lad of fourteen; Mrs. Bettle, Miss Anna W. Roberts, daughter of the proprietor of the Chalfonte, and Mr. Clark, all of whom, with the exception of Miss Roberts and Mr. Clark, were visitors from Philadelphia, spending a few days at the cottage of the Hon. Edward Bettle, engaged the yacht "A. B. Thompson," Captain Francis Steelman, and went sailing out to sea. A stiff breeze

was prevailing, and the sea ran high. When the yacht was crossing the bar, it was struck astern with a heavy sea, and capsized. All on board were drowned, save Mrs. Bettle, Mr. Clarke, and Captain Steelman.

' O, Summer day, beside the surging sea !
O, Summer day, so wonderful and white,
So full of gladness and so full of pain !
Forever and forever shalt thou be
To some the gravestone of a dead delight,
To some the landmark of a new domain !'

SHIPWRECKERS AND DROWNING.

The amphibious banditti that, prior to 1700, fattened upon the misfortunes of their fellow-beings who suffered the hardships of the wrecks, were familiarly recognized by more civilized people as "Barne-gat pirates." These consisted of desperate characters, who in a great measure resembled that small class of "dog-gun-and-nigger poor whites" of the South, who subsisted, before the war, by shooting and fishing. When wrecks were scarce and false beacons failed in the performance of their required duty, these diabolical specimens of *genus homo*, lived the lives of wandering "bummers," peripateticating between Absecon village and the beach, and occasionally oystering and fishing, to preserve the connecting link between the soul and body. To this day the visitor will hear of strange, wild incidents that occurred in years gone by upon this sandy waste. The old stagers who came after the pirates above referred to, and were already willing and ready to lend a helping hand to the shipwrecked mariner, now hanging upon the verge of life and expecting any moment to leap into the unknown, fondly will relate around the evening fire, how the wild, half-savage wrecker held sway of all around him, save the waves from which he drew his livelihood. Many of the accounts of wrecks that have been preserved in the manuscript from which we glean the facts are full of both romantic incident and absorbing interest.

Since the completion of the light-house there have been but few wrecks, and little loss of life has taken place thereby.

For information relative to the shipwrecks on the coast of this island we are indebted to the History of Atlantic, by Carnesworth, alias A. Barrington Irvine, published in 1868; to the history kept in Adams' log book, a scrap book kept by Lewis Evans, and conversations with residents and sea captains. From the history referred to we quote almost *verbatim*:

In the winter of 1830, the ship "George Cannon," from Liverpool, with a cargo of hardware and dry goods came ashore. The boxes of dry goods were thrown overboard, and soon lined the strand.

"Where the carcass is, there will the eagles be gathered together." The off-shore people scented the prey, and came in crowds eager for the spoils. Then began the most exciting game of "hide and seek" the world has ever witnessed. Cupidity and rapacity crushed out all sense of honor. Neighbor robbed neighbor. Holes were made in the hills, and the boxes buried, but while the party who had hidden and was gone to seek another, somebody would dig it out and convey it to another place of concealment. Gains were uncertain, and in some instances, parties who thought they had saved a goodly store, returned home almost empty-handed.

The night was bitter cold, and two men who started to go to a hotel kept at Great Egg Harbor Inlet, perished on the hills this side of Cedar Grove.

A nameless craft, with black hull and raking masts, supposed to be piratical, was wrecked here about this time, and the crew was taken off just before she went to pieces. Soon after they were landed, the captain, whose mind had been shattered by the disaster handed his gold watch to the mate, and then deliberately walked into the surf and was drowned. The crew and wreckers joined hands and tried



COL. GEO. W. HINKLE,
FOR TWENTY-FIVE YEARS PROPRIETOR OF
CONGRESS HALL.

to rescue him, but he immediately disappeared. He must have been carried out to sea by the ebbing tide, as his body was never washed ashore.

His comrades said he had a large sum of specie on his person, and expressed much regret at its loss, but no sorrow for the death of their whilom leader. They were villainous looking men, and confirmed the suspicions of their nefarious calling by mysteriously decamping in the night. In the interim between September, 1847, and January, 1856, sixty-four vessels came ashore, five in one night—a schooner, a ship, and a brig. Many of these were gotten off, and in only two instances were lives lost. No higher panegyric of the courage and capacity of

predecessors as wrecking masters can be given than this unvarnished statement.

The following is a memorandum by Ryan Adams: "April 16, 1854, the bark Powhattan was wrecked on Long Beach, 311 passengers on board; all lost; not one left to tell the tale. Thirty of the dead bodies came to the shore here and were taken to the mainland and buried."

BODIES FOUND.

April 17. A lad 16 years old.

" 18. A young man, a girl, and a child two or three years old.

April 24. A woman 30 years of age, with a linen bag on her neck, fastened with a string like a fish line, containing a writing to carry her safe to heaven—written in Dutch.

April 29. Found by John Horner, two men and one girl. One man had an anchor-bowl marked between his thumb and finger; light hair.

The "Pork Road" was cut through in 1850, to cart the cargo—pork and hams—of the ship Edgar, to the meadow side of the island.

Every morning, between daybreak and sunrise, the former resident would wend his way to the strand, to see if a vessel were on, or to pick up the waif of interest or value that the receding waves had left upon the shore.

In 1830, the "Gherge's Khan," was totally destroyed off the beach; the majority of the passengers were saved, among whom was a little child of nine years of age, that was afterwards restored to joyous parents who lived far out in the wilds of the then almost unexplored West; Captain Burk, the commander of the vessel, committed suicide. A few years after this the "John Willets" was a total wreck upon the coast, one man floated ashore who had been frozen to death, and Mr. Robinson, who has since taught school in Absecon, was another survivor of the ill-fated barque. In 1845, Captain Faircloyk's "Rainbow," was wrecked. The next year a most harrowing affair occurred. A small schooner had been wrecked, and when the attention of the beach people had been called to the perilous condition of those aboard, the wreck-boat was despatched from the Government boat house which then stood about where the Ocean House now is, to render what assistance soever was possible. As the wreck-boat approached the scene of disaster the cries for help were more and more distressing, the confusion became multiplied to such an extent that although the captain and his sailors were soon safely transferred, in the midst of the excitement the skippers' wife had fallen beneath the waves; her body was recovered. Lowe was the captain's name.

Another wreck, the "Polly Whimble," took place about 1860. A rich lady, who had several hundred dollars' worth of jewelry on her person, would have been drowned but for the heroic conduct of a sailor. The same brave fellow was drowned in an attempt to save another woman's life.

The schooner "General Scott," was wrecked in 1840. The captain was the only person saved; he floated ashore on a feather bed.

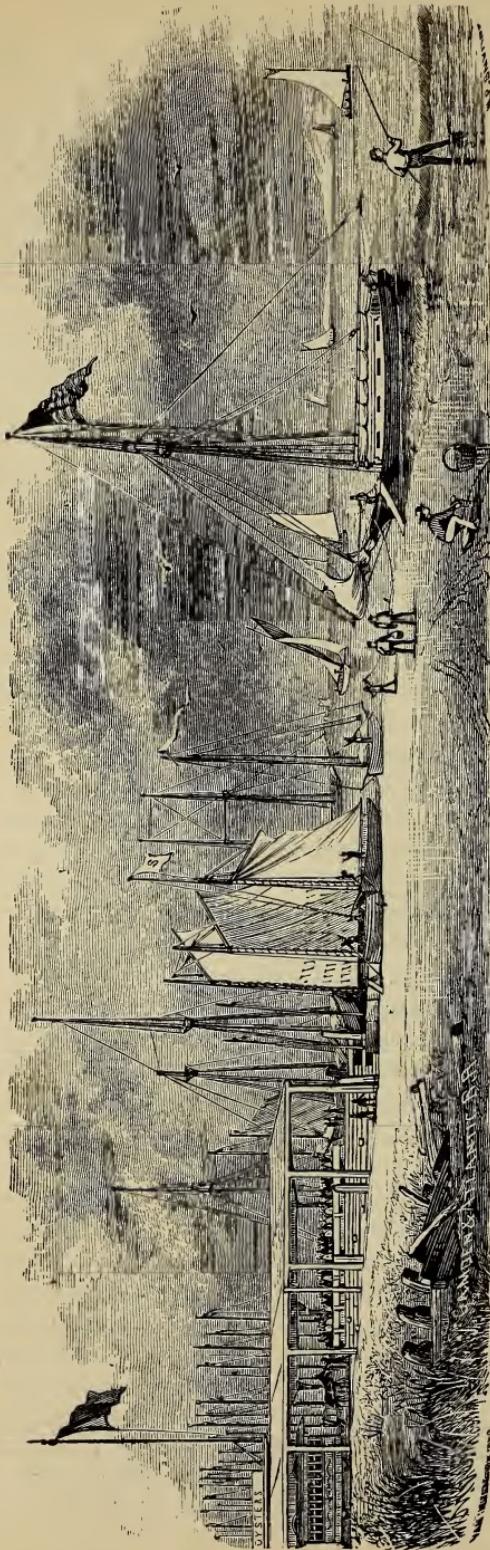
On January 13, 1856, the "Charles Colgate," of New York, ran ashore and became a total wreck. The crew was saved by the life-boat.

On the 25th of February, 1858, the "Flying Dutchman," went to pieces at nearly the same spot where the Colgate broke. No lives lost.

On the 21st of November, 1851, the barque "Baldin," of Southport, with a cargo of cotton and merchandise, ran ashore with her mast cut away and water logged.

On the 16th of December, 1847, the schooner Mississippi, of Haunch, took shelter in the inlet. She was laden with corn, peas and beans. The next entry we find is that of the British schooner, Ida, Captain Roberts, bound whither for St. John's, N. B., or St. John's, N. F., is impossible to tell. This entry is dated January 2d, 1849. On the 25th of January, 1849, the barque Mary Ellen, of New York, ran ashore. On St. Patrick's day, 1849, the barque Chester, of New Orleans, Captain Robinson, ran ashore. On November 25th, 1849, ran ashore, the schooner Walter A. Merchant, of Washington, N. C., laden with naval stores and shingles. December 25th, schooner Brook Haven of Newport, from Norfolk, Va., bound for Fall River, Mass., came ashore. January 4th, 1840, the schooner Independence, of Washington, N. C., laden with naval stores; got off the next morning. The following vessels came ashore in 1850: May 5th, schooner James A. Sanders, of Hampton, Va., Captain Fennis, laden with oysters, bound for Staten Island. May 6th, brig Four Brothers, of Philadelphia, came on with deck stove in; load lessened and gotten off. May 18th, schooner Vermillion, of New York, laden with coal; got off next night. December 19th, brig Repplier, of Boston; coal; bound for New York.

The Santiago de Cuba ran ashore on this beach in the fall of 1867. Seven persons were drowned, including three women, two sailors, a girl ten years of age, and her mother. The child's body was washed ashore some days after the catastrophe. The corpse was kept until such time as a zinc coffin could be procured, and communication made with deceased relatives, who at that time lived in Delphi, Illinois. When the grandfather of the child, an old man about seventy-five years of age, heard of the fate of his daughter and granddaughter, he became hopelessly insane, and died six weeks after the sad news reached him. A Welchman rescued from the ship returned to his own country, and an Irish girl who had accumulated a small fortune in



ANOTHER VIEW OF THE INLET.

California, was among the unfortunate seven on the present occasion. The other female, who was consigned to a watery grave, was a Southern lady, who had been married but a few weeks. The people of the boat report that her husband became unmanned. He mourned and moaned for his wife, and, like Bochee sorrowing for her little ones, "refused to be comforted because his wife was not." About three months afterwards, a Michigan woman, whose husband had been missing for some time, appeared at Atlantic City, and with the most perfect *none halance*, made inquiry concerning the sailors that had been lost. The body of one had been washed ashore, and a description was given her, so far as such a thing was practicable. She concluded that the description answered completely to her "long-lost husband," and proceeded to calculate how much he should have drawn in the way of pay since he had left her, provided he had joined the ship about the time their commutative bliss proceeded upon a journey in an elevated direction through a storm. She also conjectured upon the propriety

of re-marrying. She did so. She succeeded in obtaining from the vessel's owners the back pay due her liege lord—retired to Michigan, and took to herself a husband.

Just before the Revolutionary War the ship Ellis, from Liverpool, bound to New York, came ashore upon the shoals at Absecon beach. She was loaded with tea, and had on board a quantity of silver plate. She also carried a British official, who had been commissioned by the Crown to enforce the stamp act.

In 1830, George Cannon, from Liverpool, with a cargo of hardware and dry goods, came ashore on Absecon Beach, and the vessel and cargo was a total loss.

September 30, 1847, schooner Zephram, of New Orleans, laden with coal.

October 8, 1847, the brig Laviant, from Boston, Capt. R. Welch, laden with molasses.

May 18, 1850, schooner Vermillion, of New York, laden with coal. Got off the next night.

Dec. 8, 1850, brig Canemain, of Boston, Capt. Euptill, laden with coal; bound for Boston.

Dec. 9, 1850, barque Reppler, of Boston, Capt. James Copps, laden with pepper, bound for New York.

January 26, 1851, barque Elviro Harber, of New York, Capt. Richard Dickney, laden with molasses and sugar, lead and rags.

February, 1851, sloop Elizabeth Ann, of Rockaway, picked up at sea by Capt. S. Brewer.

February 22, 1851, barque Wirkwood, of Baltimore, Capt. S. Martin, laden with coffee, on Brigantine Beach; schooner Rio, of Great Egg Harbor, laden with coal, for New York.

Sept. 14, 1851, schooner Elmira, Capt. Joseph Bulong, on Absecon, south side of inlet, laden with pine wood.

October 4, 1851, sloop Patrick, of Long Island, Capt. G. Watts, on south side of inlet, laden with clams.

Nov. 16, 1851, schooner Hezran, of Newburyport, Capt. Disney, laden with merchandise. Gotten off by Ryan Adams.

Dec. 26, 1851, barque Matogerde, of New York, Capt. Richardson, laden with lumber for Florida.

Dec. 8, 1852, schooner Rainbow, of North Carolina, laden with spirits of turpentine. Seven persons on board; all rescued.

January, 1853, schooner Anteris, of Cape May, Capt. Thomas Longilder, laden with corn and cotton; came ashore on south side of Absecon Bar. Gotten off by Ryan Adams.

March 10, 1853, schooner May Powell, of New York, Capt. Rodgers, laden with cotton and naval stores.

May 26, 1853, schooner Elizabeth, of Mystic or Brighton, Capt. J. Sawyer, laden with cotton.

September, 1853, schooner Alving, of Philadelphia, bound to New York, laden with coal.

Nov. 9, 1853, schooner James H. Brame, of Yarmouth, Capt. George Redding, laden with logwood and mahogany, from San Domingo.

December 7, 1853, schooner Franklin, Capt. Geo. Lock, laden with corn, from Norfolk, Va., bound to New York.

Dec. 19, 1853, schooner Benj. Douglas, of Middleton, Conn., Capt. Taylor, laden with curbstone.

January 2, 1854, schooner Vesta, of Belfast, Capt. Hall, laden with dried fish and mackerel, from Philadelphia, bound to New York. Came ashore on Absecon bar, south side of inlet.

Feb. 22, 1854, barque S. J. Roberts, of Providence, Capt. J. C. Deutch, from Marseilles, bound to New York; sorted cargo.

May 17, 1854, United States ship Leanan, came ashore a quarter of seven A. M., and got off about 8 A. M.

Nov. 16, 1854, brig Pedroga, of New York, from Nassau, Capt. James Burns, laden with logwood and sponge; came ashore on south side of Absecon bar; went all to pieces.

Jan. 18, 1855, schooner Josephine, laden with oysters; crew all saved by the lifeboat.

Jan. 22, 1855, schooner Thomas Y. Beckert, of Wilmington, N. C., Capt. Geo. Shaw; all hands saved dry on the beach at low tide.

Jan. 22, 1855, schooner May, laden with oysters; all saved.

July, 1855, schooner Charles H. Mills, laden with naval stores; bound to New York.

November 19, 1855, schooner Benj. English, of New Haven, from Philadelphia, laden with coal and pig-iron; Capt. Lyons. Got off, leaking badly.

November 19, 1855, S. D. Bellows, of Philadelphia, laden with coal. Got off same day.

September 30, 1856, barque Kirkland, of Baltimore, Capt. Bentall, bound to New York, laden with coffee, came ashore near Inlet.

December 3, 1856, schooner Lyda Copathyle, of Toms River, Capt. Daniel Williams, came ashore below Dry Inlet, laden with pine lumber.

January, 1857, schooner M. Platt, Capt. David D. Day, came ashore south side of Absecon bar, laden with naval stores.

January 31, 1857, schooner Cormelita, Capt. Cornell, laden with hides and logwood.

1880, schooner Anson Stinson, came ashore opposite West Jersey Excursion House. All the crew sick, and captain had been buried at sea. Schooner stuck on beach, and was a total loss. Cargo partly saved.

1880, schooner Lyda Reed, from Cape May, came ashore. Total loss.

December 29, 1882, sloop William Tell, came ashore on Absecon bar, upper side of Inlet. She was a codfish smack. Total loss.

Feb. 17, 1883, schooner Enterprise, Captain Jones, bound for New York. Went to pieces.

August 2, 1883, steamer Tuckahoe, loaded with watermelons, struck on a bar opposite lighthouse. Got off without damage.

January 9, 1884, the schooner Robert Morgan, from New Haven, bound for Richmond, lightly laden, came ashore opposite Kentucky



SEASIDE HOUSE—CHAS. EVANS, PROPRIETOR.

avenue. She was a new, three-masted schooner, and a handsome vessel. She was left stranded high and dry at low water, and people drove around her with teams. The Morgan was the means of bringing a great many visitors to Atlantic at that time, who came especially to view the vessel. A couple of enterprising newsboys derived a considerable revenue by charging admission to go aboard. Just five months and two days after the Morgan was stranded, it was again set afloat, and carried to Philadelphia to undergo repairs.

Before the establishment of life-saving stations on the coast, by the Government, many shipwrecked sailors were drowned. But since the provision of these grand institutions, drowning very rarely occurred.

As nearly as we can ascertain, about one hundred people have drowned on account of shipwreck on this beach.

" Years have wandered by,
Side by side beneath the water
Crew and Captain lie;
There the sunlit ocean tosses
O'er them mouldering,
And the lonely seabird crosses
With one waft of the wing."

While a storm was raging, on the afternoon of August 18, 1879, a schooner was sighted near the mouth of the inlet, shortly thereafter coming ashore at the foot of Rhode Island avenue. The schooner was blown down the beach and was soon at a point off North Carolina avenue, where she halted and tossed dangerously about in breakers which deluged her decks and sent their foam high into the rigging. But four men could be seen on board, two of whom were clinging to the ratlings; one was on the cross-trees of the foremast, and one lay upon the end of the bowsprit. Darkness was creeping upon the scene, with a fast-clearing sky overhead. The tide arose higher and higher, drove the crowd from the beach, and washed the board-walk away. At high tide, when the schooner could no longer be seen, a rocket was sent in the direction in which she was supposed to be to discover if she had floated off, but she was not discernible. When the tide fell, a bon-fire was lighted upon the beach, which illuminated the sea sufficiently to make her plainly visible again, a little further down the beach.

Shortly after midnight, Michael Bradford, E. L. Owens, Frank Livingston and James Donnelly took the City Life Boat No. 2, and went out to the vessel. It was a hard row, and the light boat was broken to pieces just as the men reached the grounded schooner. They took a line with them and attached it to the vessel, but had no means of getting back with their boat broken. They found the crew on the deck in a cold and half-famished condition. At ten minutes to two o'clock on Tuesday morning the Government crew of station No. 27, consisting of Captain William Arthur, William Baker, Edward Parker, Henry Monroe, John Nixon and Purnell Bowen, launched their life-boat and went out to the schooner, bringing all on board to shore. The men were at once taken by Mr. Williams, of Germantown Cottage, to his house, where they were kindly cared for. It was ascertained that the Curtis was bound for Portapotauk, Virginia, with pine wood. Her crew consisted of Capt. Ambrose Pierce, of Keyport, Maine; Abraham Hatfield, of Egg Harbor, mate; William Curtis, of West Goldsboro, Maine, and Thomas Maion, Jr., cook. They stated that as soon as their boat struck the bar she immediately bilged. She was gotten off the beach a few days later.

The Rockaway, a newly launched excursion steamer, was wrecked on this beach, near Pennsylvania Avenue, on March 25, 1877. The boat had left Norfolk, for New York, on the previous Saturday, in tow of the Old Dominion steamship Wyanoke. She was built at Atlantic City, near Norfolk, Va., for R. Cornell White, of New York, designed for the excursion trade between New York and Rockaway Beach. The hawser parted during a heavy sea after nightfall. The craft went to pieces. No lives were lost. The speed of the Rockaway was calculated to be twenty miles an hour, 1,950 tons burden, and intended to carry 4000 passengers. Capt. Crouch commanded the Wyanoke. Among the passengers were Mr. White, his wife, two sons and daughter.

The steamer Cassandra, though not wrecked on this beach, is so connected with our summer life that a history of Atlantic would be incomplete without a reference to it. She struck Brigantine Shoals, February 5, 1867, sunk and became a total loss. Cargo, cotton, hides, leather, moss, etc. Built of oak and three years old. Bound from New Orleans to New York, Capt. Daniel McLaughlin, Crew 30 men, no passengers, crew all rescued by a wrecking schooner. Register 1,284 tons. Her sunken boilers became the rendezvous of fish, particularly of the sheepshead species, and many splendid catches by Atlantic City fishermen have been recorded.

The schooner Rapidan ran ashore near the lighthouse, on Oct. 13, 1870. Gotten off by Capt. Japhet Townsend, wrecking master.

The ship Maria came ashore about a mile below the Excursion House in the year 1863. Laden with cotton. Cargo saved; ship went to pieces.

Sept. 8, 1874, schooner Hannah Little, in the bar; gotten off Nov. 15, 1875. Schooner Eliza Godfrey, on bar; went off Jan. 20, '72. Schooner Sarah Eldridge, on bar; went off Nov. 3, '82. Ship L. C. Wallace, on bar; went off Dec. 29, '82. Yacht Emma, on bar; went off Dec. 30, '82. Ship Wm. Zice, on bar; gotten off Aug. 2, '82. Steamer Tuckahoe, on bar; went off Dec. 15, '83. Sloop Katie Becker, on bar; went off May 17, '81. Wm. Tice, on bar; off Aug. 28, 1882. Schooner Estella Day, on the beach; gotten off Sept. 15, 1882. Sloop Alert, on bar; gotten off Jan. 6, 1881. Schooner Anson Stinson, on beach; gotten off Feb. 5, '81. Schooner John Roach, on bar; went off Aug. 15, '81. Sloop Julia A. Reed, on beach, Oct. 15, 1881. Yacht R. M. McCristol, capsized on bar, Nov. 18, '77. Sloop Wallace, on bar; went off.

FIRST MARRIAGE.

The only record we have been able to find of the first marriage ceremony after the incorporation of the city, is in a communication to the Philadelphia *Ledger*. The letter is dated at this place, and says

that "the first wedding in Atlantic City occurred on the second of May, 1854." The *Ledger* correspondent says further that the couple came from Philadelphia in search of employment, with the understanding that if they were successful, a wedding should immediately follow. The would-be bridegroom was a painter by trade, and the prospective bride a seamstress. The painter found employment immediately, but the woman was less fortunate. They concluded to marry, however, and the services of a visiting clergyman whose name is not given, was obtained, and the marriage ceremony performed at the house of Ryan Adams, where the happy couple spent their honeymoon. Joseph J. Elliott was the name of the bridegroom and Susanna Cummings the name of the bride.



"Many an evening by the waters did we watch the stately ships,
And our spirits rushed together at the touching of the lips."

THE POST OFFICES.

The summer of 1854 was signalized by the appointment of Robert B. Leeds, Esq., Postmaster of Atlantic City. Judge Campbell, who adorned the summer society of this enchanting resort in the summer of 1873, was Postmaster-General when Mr. Leeds was appointed, and wrote to him not to wait for his commission, but to proceed at once to receive and distribute the mail. The position was not one to tempt the avaricious, as the percentage on the receipts for the first year was only fifty dollars. The election of Pennsylvania's son, James Buchanan, to the Presidency gave the office to Thomas McNeelis, who was succeeded by Michael Lawlor, the former courteous and honorable proprietor of the Central House. Mr. Lawlor occupied a small room on Tennessee avenue and handed the mail through a little window opening on a narrow porch. Immediately after the distribution of each mail, Mr. Lawlor, in rich Irish brogue, would call the name on each envelope, persons on the outside responding "aye," or "here,"

as their names were announced. After the inauguration of President Lincoln, the office was given to Dr. Lewis Reed, still a highly respected resident of this city. He transferred the office to a store building opposite the United States Hotel,. He served continuously until March 1st, 1872, when Mr. Levi C. Albertson, the present efficient incumbent assumed the duties of the office. A room in the Ashland House then became the post office until it was taken to the building now occupied by Gardner & Shinn. The rapid increase in the business of the office rendered the erection of the present post office building necessary in the year 1880. The amount received for stamps in 1872, Mr. Albertson's first year, was less than \$2,500. The amount received for stamps during the year ending March 1, 1884, was over \$15,000, a convincing testimony of the city's marvelous progress.

A PIONEER POETESS.

One of the memorable characters in the early history of Atlantic was Mrs. Rachel Rhoades, wife of the first Alderman of the city. She came here with her husband before the completion of the railroad, and remained long after her widowhood, until about the year 1874, when she went where all parting, care and pain are at an end. She was talented, an extremely interesting conversationalist, and a very eccentric old lady withal. She seldom, if ever, exchanged visits with her neighbors, but in her home always prevailed free-hearted hospitality. She was an incessant reader, and was familiar with most of the popular works of literature of the time. Poetry and fiction were her delight, and many of the local incidents of that day she reduced to rhyme. As age came upon her so did her love for the society of children and young people increase. When time dimmed her eyesight, she always had with her some young girl, who would read to her by the hour. Her mind ran to poetry and to the past. Often awakening as if from a dream she would say to her companion, quoting a favorite stanza from Longfellow :

" Come, read to me some poem,
Some simple and heartfelt lay,
That shall soothe this restless feeling,
And banish the thoughts of day."

A favorite pastime was lonely walks along the beach. She would venture out during the most terrific gales. Perhaps when the storms of wild emotion struck the ocean of the poet's soul, from her heart there floated the fragment of a song, for she invariably committed some thought to rhyme after each of these solitary strolls by the sea. She was the author of a novel entitled, "Zimluka," and also of a book of

poems which gained some celebrity. The ocean held a peculiar charm and spell over her, and her poetry mostly referred to it. The heroine of the romance hitherto mentioned was "The Hag of the Beatling Cliff." For many years she lived in a plain cottage, situated where District Attorney Graham's summer residence now stands. It is probable that when gazing seaward, which she would do for hours at a time, her thoughts were :

" Ever drifting, drifting, drifting
On the shifting
Currents of the restless heart :
Till at length in books recorded,
They, like hoarded
Household words, no more depart."

ATLANTIC CITY'S "BARE-FOOT BOY."

The life of Hon. John J. Gardner is a splendid illustration of the beneficence of the institutions of America, and of the generous possibilities scattered in the pathway of every industrious and ambitious young man. He came here from the mainland at the age of eleven years, in April, 1857. Up to the time of the breaking out of the Rebellion he followed about the only pursuit open to the boys of that day, viz., following the bay and hauling sand. When Uncle Sam issued his call for men to put down the Rebellion, John Gardner, only fifteen years of age, was among the first to respond. He shouldered his musket in the Sixth Regiment, serving in this and Hancock's Corps until the close of the war. He now turned his attention to books, and took a course or two at Ann Arbor, Michigan. Returning home, he was elected Mayor, in November, 1868. He discharged the duties of this office so satisfactorily that he was re-elected for seven years, a part of the time his name being on the ticket of both political parties. He declined an eighth term. In 1877, he was elected State Senator, and was re-elected in 1880 and 1883. He was President of the Senate during the Session of 1883. He was elected a delegate at large to the National Convention, which nominated Hon. James G. Blaine for President, and also was a member of the Commission appointed to prepare amendments to the State Constitution. He was one of the original members of the Board of Directors of the Philadelphia and Atlantic Railroad Company, and is now very favorably mentioned in connection with the nomination for Congress from this district. He opened the first real estate office in this city, in 1868. While not a professional lawyer, Mr. Gardner has accurate and acute legal perceptions. No sudden accident gave him popularity. No adventitious circumstances promoted him to high station. He has won them by his own forces of character and trustworthiness. He is a man of considerable political astuteness, and is seldom, if ever, involved in factious contentions.

MILITARY COMPANIES.

"There is a sound of thunder afar,
 Storm in the South that darkens the day,
 Storm of battle and thunder of war,
 Well if it do not roll our way.
 Form ! Form ! Riflemen Form !
 Ready, be ready to meet the storm !
 Riflemen ! riflemen ! riflemen form !

The spirit of patriotism and loyalty with which Atlantic was imbued at the outbreak of the Rebellion, is demonstrated in the fact that a militia company formed immediately after the firing upon Fort

Sumter, contained almost every male resident between the ages of eighteen and forty. The only man in the community at that time who had any practical knowledge of military tactics was John Farley, who had served in the British Army. The company organized by the election of Robert B. Leeds as Captain, and Farley as Drill-Master. Jos. Barstow was chosen First Lieutenant, Hunter McClees Second Lieutenant; Orderly Sergeant, Frank Harbor; Wm. Souder, Lieutenant-Colonel of the County Militia. Wm. Souder was fifer and John



ALBERT H. DISSTON, DECEASED,
 PROMINENT COTTAGER AND ADVOCATE OF
 ATLANTIC.

Bullock, drummer. The uniform was grey trousers with yellow stripe down the side, blue shirts with silver stars, fatigue caps. The company met in Nicholas Wurth's up-town excursion house for drilling exercise. Mr. Barstow succeeded Mr. Leeds as Captain shortly after the organization of the company. No record of the membership seems to have been preserved. The company was never mustered into service on account of most of its members enlisting in various New Jersey and Pennsylvania regiments. The organization was retained for a couple of years, however, by the old men of the city joining, and thereby constituting a "Home Guard."

Company F, Sixth Regiment, State National Guards, was organized in this city in 1870, and mustered in service. The officers were : Captain, Jos. T. Note ; First Lieutenant, John Gardner ; Second Lieutenant, Jos. Holmes, subsequently J. V. Albertson ; First Sergeant, S. L. Wescoot. The company was armed and equipped at the expense of the State. It attended reviews of the State Militia and attracted attention as one of the best, if not the best, drilled and disciplined company in the service. Disbanded after two or three years service.

THE CHURCHES.

The pioneer settlers with a religious sense like that with which prophets and holy men of old consecrated certain spots, assembled soon after the incorporation, and began to prepare for the erection of a temple to God. The voice of nature never speaks more impressively than by the sea, and to our fathers, no doubt, every breeze was vocal with the still, small voice. In the flow of the ocean, in the flight of the sea-bird, in the atmosphere itself, they recognized the mysterious power which gives vitality to the soul, and teaches the glory of God. As a result of these conferences, the first Methodist church was dedicated in the year 1857, and still stands as originally built, on Atlantic Avenue, below Massachusetts. The citizen points with pride to this edifice as conspicuous testimony to the Christian spirit of our fathers, for

"Here holy thoughts a light have shed
From many a radiant face,
And prayers of tender hope have spread
A perfume through the place."

From humble tenements around
Came up the pensive train,
And in the church a blessing found
Which filled their homes again."

The first religious services held before the building of this church, as nearly as we can ascertain, consisted of meetings held in a building in the "old field," presided over by a local exhorter, familiarly called "Uncle Joby Conover." A Sunday school was shortly afterward organized in the corner room of Cottage Retreat. The first sermon ever preached after the incorporation, was by the Rev. Edward H. Durell, at either the residence of Chalkley S. Leeds or at Cottage Retreat. Local meetings were held in the latter house, presided over sometimes by Mr. Durell, but more frequently by Mr. Conover and Mr. Jonathan Scull. The Rev. Wm. B. Cullis succeeded Mr. Durell,

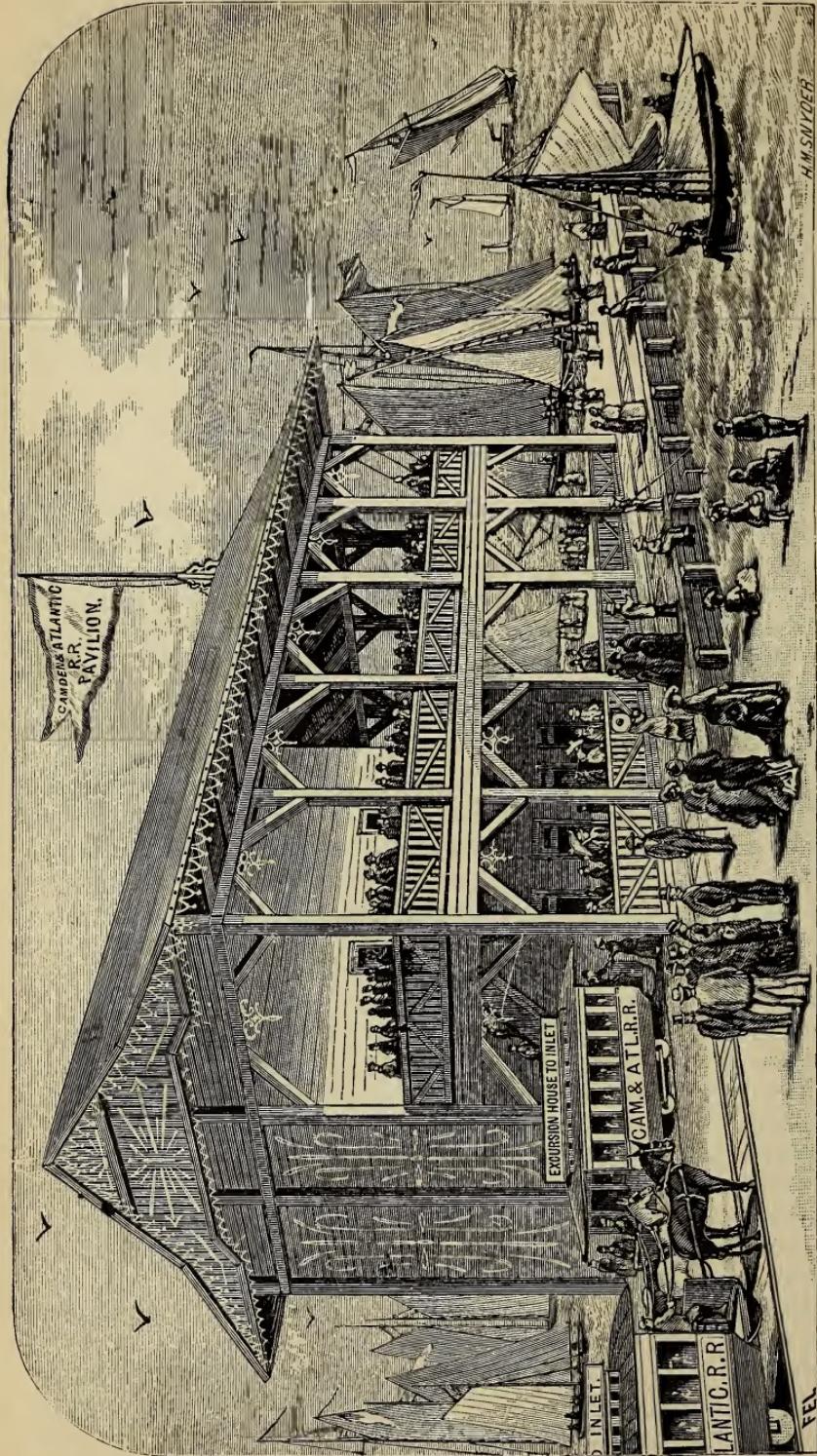
who officiated for a time in a building in the "old field." In 1857, the edifice referred to, was reared upon a lot presented to the church, by Chalkley S. Leeds, and has always had a regular pastor. While in the course of construction, Mr. Wm. Conover fell from the building and was killed. Mr. Richard Souder was the architect of the building. Rev. Jno. H. Boswell is the present pastor.

In 1855, the Land Company contributed a lot at the corner of Pacific and Pennsylvania Avenues, to build a Presbyterian church upon. Mr. Evard began to put up the edifice in the same year, and by the dawning of 1856, it was consecrated to divine worship. Its spire is

"A pencil on the sky
Tracing silently life's changeful story."

In the summer of 1857, a number of gentlemen interested in the new resort, began to agitate the construction of a Protestant Episcopal church for visitors. A sufficient sum of money was subscribed and a lot contributed by the Land Company. The church would have been built had not the memorable revulsion of 1857 intervened, causing the bankruptcy of one of the largest of the contributors, and such losses to the rest that the undertaking was abandoned. In 1858, Atlantic was adopted as missionary ground by the bishop of the diocese, and a missionary was placed in charge of it from year to year through each summer. Services were held in the "Hall" of the Mansion House until the year 1866, when the Rt. Rev. the Bishop of New Jersey being then on a visit to Atlantic, a consultation was held at his invitation for the purpose of constructing an edifice. As a result, on the 9th of August, 1866, at a meeting held in the parlor of Edmund Claxton's cottage, a committee of twelve was appointed to collect funds. The committee met with sufficient encouragement to warrant the purchase of a lot at the corner of Pacific and North Carolina Avenues, in 1867. The following year, on the first of August, the cornerstone of the present St. James Protestant Episcopal Church was laid, and a contract entered into for the building of the edifice, with Jos. A. Barstow. The building was completed and given in charge of the Executive Committee, July 4, 1869. The cost of church, lot, and ten years insurance policy, was \$9,500. The church was consecrated by the Right Reverend W. H. Odenheimer, D.D., on the first Sunday in August, 1873. In February, 1874, the church was enlarged and improved at an expense of \$6,000. The first sermon ever preached in the church was by Rev. J. W. Robins, assisted by Rev. C. M. Depuy.

St. Nicholas Roman Catholic church was built in 1856. The material from which it was constructed was originally contracted for by Father Meagher, for St. Dennis church, at Haverford, Delaware county, Pa., but was subsequently transferred to Atlantic. The cor-



INLET PAVILION—JOHN M. PLUM, LESSEE.

ner-stone of the edifice was laid in 1856, but the church was not completed until 1857. Father Gallagher, now deceased, was first pastor of St. Nicholas. At the laying of the corner-stone, Very Reverend Father Moriarity officiated. At the dedication, Mr. Michael Lawlor, who built the Central House, and Mr. Thos. Daly were present. The first mass held on this island was at the hotel of Mr. Thos. Bedloe in the year 1854. The first congregation was really organized in a house built by Father Gallagher, for years known as Mt. Vernon Cottage, now owned by James Flaherty. Rev. Father Fieldigan was appointed the first stated pastor in 1880, under whose administration the congregation has grown, and the building been very much enlarged and improved. A chapel was added to the parsonage, corner of Pacific and Tennessee avenues, in 1883.

Union Mission, corner of Baltic and Michigan avenues, was built in 1870. Rev. L. D. Stultz, of Methodist Protestant faith, presiding.

Centennial Church, on Ohio Avenue, between Atlantic and Arctic Avenues, was built in 1876. Rev. Mr. McLaughlin was the first pastor.

Friends' Meeting House, corner Pacific and South Carolina Avenues, built in 1872. The first meetings of Friends were held in the school house on Pennsylvania Avenue, every Sabbath, for four summers prior to the construction of the meeting house, under the direction of the Haddonfield Quarterly Meeting of Friends. Original trustees were Chas. T. Willits, Richard Wright, Ezra P. Gurney, Geo. M. Elkinton and Elisha Roberts.

African Methodist Episcopal Church, organized in spring of 1878. First pastor was Rev. Geo. A. Jones, followed by Rev. Amos Brown, Rev. Wm. Taylor, Rev. Wm. M. Watson, Rev. J. T. Rex respectively. Trustees, Lewis H. Thomas, Benj. Shortis, John Bower, Geo. Tillman, Wm. Mott. Stewards, Geo. W. Harman, Isaac Roberts, Jas. Stokes, Fred'k Truit.

At a meeting held in the Presbyterian Chapel, June 29, 1880, for the purpose of organizing a congregation of Baptists, the following resolution was passed:

Resolved, That we whose names have been recommended for constituent membership, do hereby organize ourselves into a regular Baptist Church, under the name of the "First Baptist Church of Atlantic City." Signed Jacob H. Leedom, Harriet Leedom, Jane Black, Edward Ross, Emma Ross, Jacob L. Peterson, Maggie A. Peterson, Mary A. McCless, Adaline E. Lee, Maggie Shinnen, Rev. Thos. L. Bailey, Caroline A. Bailey, Susan L. Bailey, Alfred W. Bailey; Laura E. Bewley, Mary A. Borkek, Mary A. Simes, Esther A. Moore, Margaretha Cammerer. After organizing, regular meetings were held in Mehler's Hall and the Presbyterian Chapel until July, 1882, when the new church edifice, erected on a lot on Pacific Avenue above North

Carolina Avenue, presented by Mrs. Isaac Ford, was used for public worship. Rev. Sidney Dyer was chosen pastor by unanimous consent, October 31, 1881.

St. Paul's Methodist Episcopal Church, corner of Arctic and Ohio Avenues, was built in 1882, but was not dedicated until Sunday Aug. 3, 1884. Bishop Nicholson of the Reformed Episcopal Church, preached in the morning and the Rev. Dr. J. B. Graw, presiding elder of the Camden District, in the afternoon.

The Church of the Ascension, Pacific Avenue below Michigan, was opened for divine service by Bishop Scarborough, Aug. 10th, 1879. From that time until June, 1880, the services were conducted by different clergymen, acting as temporary supply. In June, 1880, the Rev. J. Rice Taylor became minister in charge of the parish, which position he occupied until June, 1881.

From that time until February, 1882, the services again were conducted by different clergymen from Sunday to Sunday. In February, 1882, Rev. Wm. H. Avery became rector of the parish, in which position he has continued until the present date, August, 1884.

Since the first opening of the church services always have been kept up regularly, summer and winter. It became an incorporated parish in January, 1881.

THE U. S. SIGNAL STATION.

This station was opened December 10th, 1873, in one of the first Government Life-Saving houses, about one hundred yards from the lighthouse. It has since been removed to a cottage on Rhode Island avenue, near the light-house. The official number of the station is 116. Latitude $38^{\circ} 22'$; longitude $74^{\circ} 25'$; elevation of barometer above the level of the sea, 33 feet. The instrument shelter is of the standard portable pattern, and is placed on the north end of the building. The anemometer, wind vane, and rain guage are on the building and well exposed. The station is supplied with a complete outfit for using international signals. The instruments in station are one standard barometer, one standard thermometer, one standard minimum thermometer, one standard maximum thermometer, one hygrometer, one standard anemometer, one small wind vane, one standard rain guage. The first observer was Wm. Slater. The present observer is D. A. Blandon.

THE SCHOOLS.

One of the most gratifying evidences of the intellectual progress of this sea-girt shore is the increasing interest that from the first has been manifest in providing educational facilities. This desire for the

mental improvement of the young has led to the construction of four school buildings, and the employment of twenty-four teachers. So many advances and discoveries have been made in the last quarter of a century ; so many of the old ideas and traditions have been exploded and shown to be mere myths and legends, that the men who established our first schools would find themselves unable to discourse intelligently with the youth of to-day unless they had kept up with the times.

As early as 1836, Richard Risley, from the mainland, came to the island, at the request of the Leeds families, and opened a school in the



OCEAN HOUSE—J. A. REID, PROPRIETOR.

old Atlantic House. There were less than ten schoolable children then. Risley was followed by Mortimer Goodrich, who taught in a building owned by Ryan Adams, on Arctic avenue, near Delaware. John Weaver succeeded Mortimer, continuing in the Adams building. After the dedication of the new city, Thomas C. Garrett taught a school in Congress Hall. Arthur Westcott was also engaged, and opened a school in a building erected for the purpose by Richard Hackett, located on South Carolina avenue, west of Arctic. This was in 1856. About thirty scholars were enrolled, among whom were : Jos. T. Note, Jos. Bedloe, Andrew Leeds, Charles Leeds, Elizabeth Leeds, Margaret Leeds, Wm. Henry Conover, Daniel Adams, Abel Adams,

Henry Higbee, Andrew Higbee, Sylvester Leeds, Armenia Leeds, Lydia Leeds, Martin Doyle, Elizabeth, George and Edward Westcott, Matilda Hackett, Josephine Hackett, Luke Showell, Chas. Horner, Enos R. Williams, Edward White. About this time Edward S. Reed and wife began a school in a building in the "old field," where they remained until the following Winter, when the school was transferred to the M. E. Church. Among the pupils were William Garrett, Wilson Garrett, Edward Bedloe, Jos. Bedloe, Pitman Carter, Susan Nixon, Annie Eldridge, Emma Eldridge, Grace Smick, Maria Leeds, Amanda Leeds, Jos. T. Note, and others, to the number of thirty or forty. Mr. Reed afterwards became superintendent of public schools, which position he held for several years, discharging the duties with distinguished efficiency. Owing to an increase of business which required his entire attention, he declined a re-election, to the popular regret. Mrs. Thomas took up the ferule when Mr. Reed laid it down, remaining until the opening of the first public school, in the old Ocean House, over which Mr. Varney presided for two or three years.. The scholarship at this time had increased to the number of fifty. In 1869, the school trustees built a small one-story school-house, on the site of the present school building on Pennsylvania avenue, employing George Keats and Wm. Guest to do the work. In 1864, or thereabouts, a contract for the construction of the building now situated on Pennsylvania avenue was awarded to William Souder. The city had no money, and Mr. Souder could not proceed with the work. Mr. Robert T. Evard relieved Mr. Souder of the contract, at a considerable pecuniary sacrifice, in order that the city should not suffer for school facilities that were actually necessary. A solicitude for the education of the children of the community, and a desire to give the city high rank in educational advantages has always characterized Mr. Evard. Mr. Alex. Bellows, a graduate of the State Normal School, succeeded Mr. Varney, and introduced an improved and entirely new system of teaching. Mr. Bellows remained for two or three years, and was assisted during that period by Mrs. Sallie Bellows, Miss Fannie Smith, Miss Debora Cordery, and Miss Lena Scull. Succeeding Mr. Bellows, came in the order in which they are mentioned, Mr. Abrams, Mr. Leonard, Mr. Guerney, Mr. S. R. Morse, Mr. Charles G. Kingman, Mr. A. R. Dickinson, Mr. O. Evans, Mr. John F. Hall, Mr. C. R. Morse. Mr. S. R. Morse succeeded Mr. Reed as school superintendent, and spent several years of hard and effective service in improving the schools and establishing a higher grade of education. The Indiana avenue school-house, containing six departments, was erected in 1879 ; the New Jersey avenue school building has four departments, and was erected in 1883 ; the Texas avenue school building was constructed in 1883, and contains four departments. During the erection of these houses, the number of schoolable children multiplied so rapidly that it became neces-

sary to open schools temporarily in the Clifton House, Havelow House, Glendale Cottage, and the City Hall engine-house. An excellent private school held in the M. E. Church in the Winter of 1861, and the following Winter in the Chester County House, should have been mentioned before. Miss Price, teacher.

In September, 1881, Rev. James G. Shinn, A. M., opened a boarding and day school at No. 3 Pennsylvania avenue. The school has become a permanent institution.

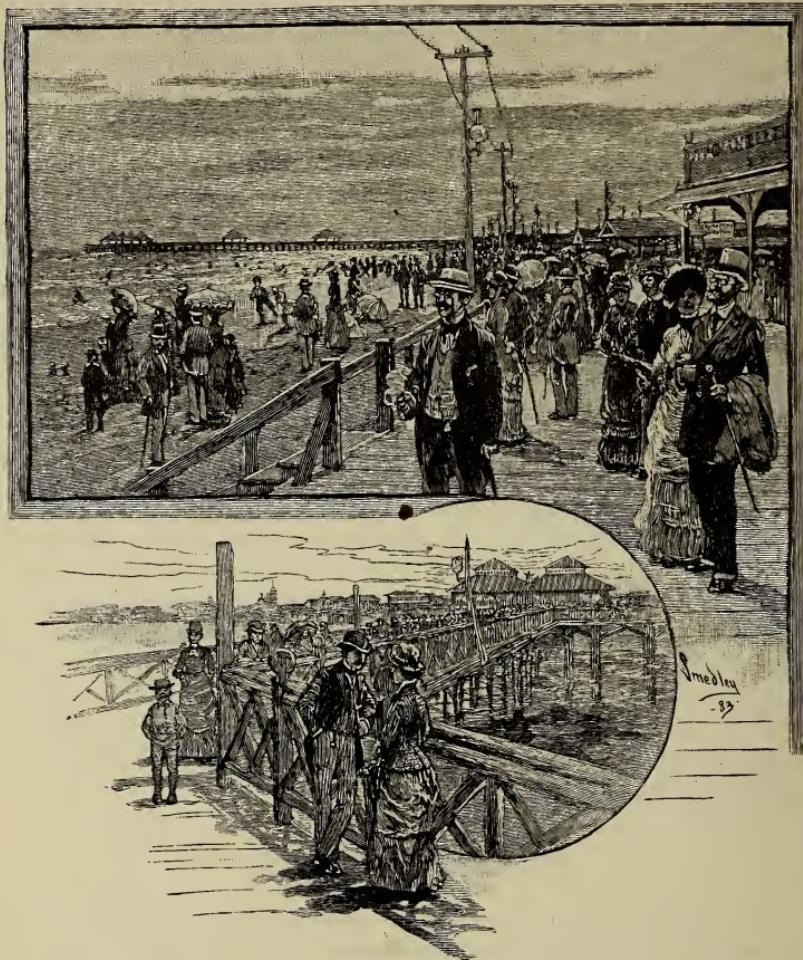
In November, 1881, Miss Riddell opened an elementary school and kindergarten, at the corner of Atlantic and Pennsylvania avenues. The school has met with marked success.

The Academy of the Sacred Heart was opened in a cottage on Connecticut avenue, in May, 1883. In November of the same year, it was removed to a large cottage in Park place, where the school is now being conducted. It is spoken of as a splendid institution for learning.

No more cogent reason is required to show the salubrity of the climate, and the desirability of Atlantic City as an abiding place for all who esteem health a blessing, than the number of children born within the island's sandy rim. When the school bell calls them from home they swarm along the streets as numerous as fiddlers on the boggy margin of a salt pond. With a permanent population of about seven thousand, there are sixteen hundred and twenty-two schoolable children, according to the census just compiled by Mr. Geo. Perkins. Twenty-four teachers will be employed by the public schools during approaching term.

MRS. ELIZA P. GUERNÉY.

This would be an ungrateful history were not some fitting acknowledgment made of the benevolence and Christian spirit of this estimable woman. From the time she began to make this her summer home, in the year 1860, until her death about six years since, she was chiefly occupied in deeds of charity. Probably there is not a church in the city that has not received generous contributions from her. Strengthening and helping to organize Sabbath schools was her especial pleasure, and many poor children have been made comfortable and happy by her. She was an influential member of the Society of Friends, and often spoke ably and eloquently at their meetings. She was the widow of Joseph Guerney, and, like him, had much literary taste and talent. She enjoyed a personal acquaintance with many of the distinguished people in the land, and was a staunch friend of President Lincoln. Before her decease she gave to her friend, Dr. Thomas K. Reed, a letter received by her in this city from Mr. Lincoln, a copy of which we herewith submit :



BEACH BOARD WALK AND PIER.

EXECUTIVE MANSION,
WASHINGTON, Sept. 4, 1864.

ELIZA P. GURNEY:

My esteemed friend, I have not forgotten, probably never shall forget, the very impressive occasion when yourself and friends visited me on a Sabbath forenoon, two years ago. Nor has your kind letter, written nearly a year later, ever been forgotten. In all, it has been your purpose to strengthen my reliance on God. I am much indebted to the good Christian people of the country, for their constant prayers and consolations; and to no one of them, more than to yourself. The purposes of the Almighty are perfect and must prevail, though we erring mortals may fail to accurately perceive them in advance. We

hoped for a happy termination of this terrible war long before this; but God knows best, and has ruled otherwise. We shall yet acknowledge His wisdom and our own error therein. Meanwhile we must work earnestly in the best light He gives us, trusting that so working still conduces to the great ends He ordains. Surely He intends some great good to follow this mighty convulsion, which no mortal could make, and no mortal could stay.

Your people—the Friends—have had, and are having, a very great trial.

On principle and faith, opposed to both war and oppression, they can only practically oppose oppression by war. In this hard dilemma, some have chosen one horn and some the other. For those appealing to me on conscientious grounds, I have done, and shall do the best I could and can, in my own conscience, under my oath to the law.

That you believe this I doubt not, and believing it, I shall still receive, for our country and myself, your earnest prayers to our Father in Heaven.

Your sincere friend,

A. LINCOLN.

THE LIFE-SAVERS.

It is a remarkable fact in favor of Atlantic City, that there has been but one drowning case on the beach this season (1884), and there was only one last year. Twenty years ago no provision was made against drowning in the surf, and as a consequence, eight and ten persons were generally drowned in the course of the season. In the year 1865, when little Mamie Lawlor was drowned, thirteen met a like fate, two Catholic clergymen being among the number. In 1868, life-lines were put out by a few of the hotel proprietors and bath house keepers, but venturesome people went beyond them, and many cases of drowning occurred. In 1872, Captain Paul Boynton organized the first life-guard on the beach. He was stationed on the beach in front of the Seaview Excursion House, and received support from the Camden and Atlantic Railroad Company and appreciative visitors. He was a skilful guard as regards all the requirements of the position, and during his several season's service here, he rescued many bathers from watery graves. Each new season added more guards on the beach, and finally the City Council employed them, and embraced the guarding of the beach among the duties of the police department.

Now there are at least twenty-five of these special officers. All of them are sworn into police service by the Mayor, but some of them do not receive salary from the city and are dependent upon subscriptions from the bath house keepers, and donations from summer visitors.

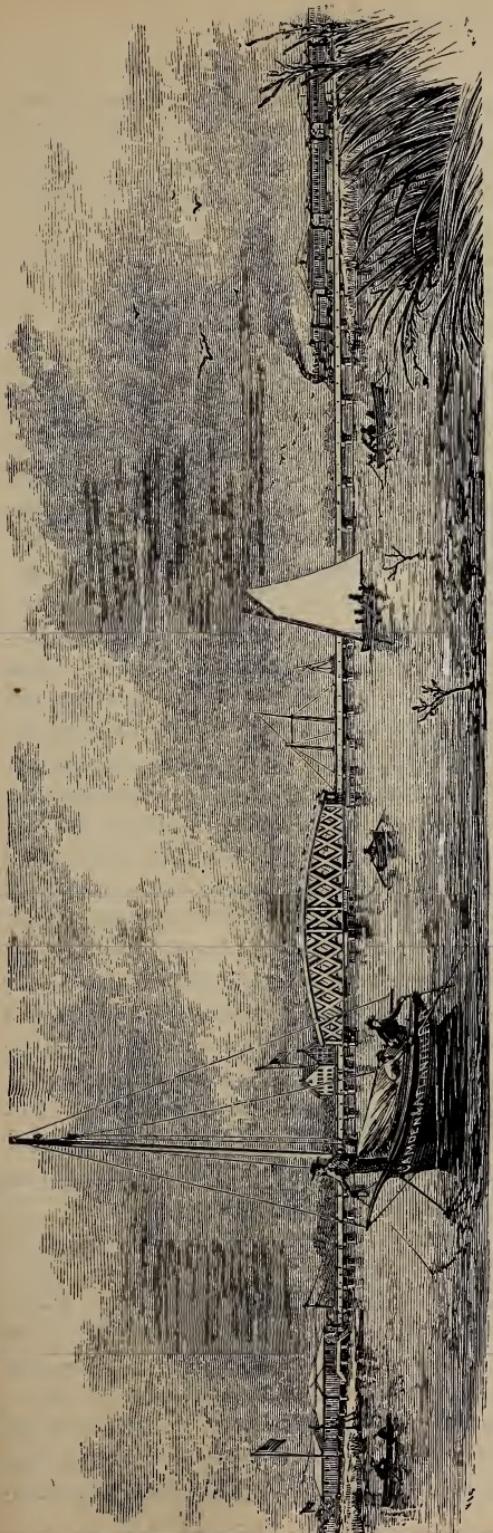
From the time when the crowd begins to assemble in the surf until the last bather is out, these watchers patrol the beach, or at sea in their boats, pulling backward and forth just beyond the line of bathers, and the slightest sign of danger will start them to the rescue. Their vocation is a peculiar one, bringing them face to face with danger and death many times in a season ; for, be it understood, the task of saving a drowning person is one that is not to be rashly ventured upon.

THE CITY HALL.

Before the construction of the City Hall, in 1875, Council held its meetings at various places about the city. The Mayor, Clerk, and Aldermen held forth either at their dwelling houses or places of business. Until the building of Bartlett Hall, public entertainments were held in the churches, Mansion Hall or the dining rooms of the larger boarding houses. In 1874, a number of citizens petitioned Council earnestly praying it to build a City Hall. This action led to an agitation of the matter through the columns of the local newspaper. Council at this time was holding sessions in "Suber's Bank," now occupied by Gardner & Shinn, a place too contracted for the purpose. Council was dilatory in acting upon the matter which led to criticism in the public press. A public meeting was called and the question voted upon in Bartlett's Hall, resulting in a good majority for the building of the hall. This was in May, 1874. Council thereupon advertised for proposals for the work. Joel R. Leeds was the lowest bidder, to whom the contract was awarded. On the eighth day of November, 1875, the Building Committee of Council reported the hall finished and a final settlement with Mr. Leeds. The report was accepted, the committee discharged and the Mayor requested to take charge of the new hall. Council held its first meeting in the hall on the evening of November 23, 1875. The Council of 1855, impressed with the popular belief prevailing at that time that the city would gravitate towards the inlet, selected a lot of ground at the corner of Atlantic and Vermont Avenues as a suitable place for the erection of public buildings.

THE CAMDEN & ATLANTIC DEPOT.

Up to the year 1875, the Camden & Atlantic Railroad Company used for depot purposes, a long, rambling building on the triangular strip of land in front of Schaufler's Hotel. The building ran the length of the square from North Carolina avenue to South Carolina avenue. It might have been an imposing structure when it sheltered the first engine from Camden to the sea, and for the first decade, no doubt,



DRAWBRIDGE ACROSS THE THOROUGHFARE.

provided adequate accommodations for the passenger and freight traffic of the road, but as the place grew and became populous, just in proportion did the old caravansary prove inadequate. So long as the Company distributed the passengers along Atlantic avenue, and gathered them in at several points before the departure of each train, the public endured the old depot, but when about the year 1868 the practice of running the trains through the city for the purpose of taking aboard passengers and baggage was dispensed with, the public demand for better depot facilities became loud and earnest. The Company paid little or no heed to this popular appeal, however, until a public meeting was called in 1875, at which a petition signed by the Company's best patrons was prepared and circulated for signatures. In the course of ten days, this petition, signed by several hundred visitors and residents, was presented to the Board of Directors. At this meeting the matter was given serious consideration, and a special committee appointed to report plans and specifications. In the winter of 1876, the

Company purchased of Geo. Hayday the site of the present depot. The old depot was moved up near Vermont avenue, and converted into a stable, and the freight office used as a temporary depot during the construction of the new building, which was completed and formally opened about the 1st of July, 1876.

THE FIRE DEPARTMENT.

Atlantic City was without an organized fire company until 1874, twenty years after the city had been incorporated. Buckets and shovels were the only weapons, backed with strong hearts and willing hands to fight the fire fiend. Improvements were increasing rapidly all over the city, thus compelling a better system for extinguishing fires. Council acted promptly and November 2, 1874, appointed Messrs. George F. Currie, Joseph A. Barstow, and H. H. Y. Wicks, a committee to purchase an engine and hose. The committee in addition to purchasing an engine and hose also ordered a hook and ladder truck, which was approved by subsequent action of Council. The Council also appointed a committee to procure a lot to build an engine house on. The committee, Messrs. Lewis Repp, Thomas E. French, Eli M. Johnson, James S. Shinn, and Alderman Reiley, recommended a lot in the rear of the City Hall. The contract for building the house was awarded to Mr. Joel R. Leeds for \$3,700, which was the lowest bid, and was completed October 15, 1875. The City Council on November 24, 1874, appointed a committee of citizens to take charge of the fire apparatus. The committee so appointed were Messrs. George W. Martin, R. A. Field, Andrew Snee, Samuel Trilly, William Baker, Thomas Trenwith, George Keates, Byron P. Wilkins, William S. Cogill, William Somers, Hosea Blood, Henry Mickensey and Daniel K. Donnelly. On December 3, 1874, a meeting of citizens favorable to the organizing of a fire company was held at the West End Hotel, occupied at that time by the present Chief Engineer, Archy Field. Mr. George W. Martin was elected president, and T. C. Rose, secretary. At that meeting a number of new names were enrolled for membership, Archy Field proposed naming the company "United States Fire Company No. 1," which was adopted. Since the date of organization the company has added to their effectiveness as a fire company by the purchase of two steam fire engines, an Amoskeag and a Clapp & Jones, two hose carriages, 2,000 feet of good, serviceable hose, three horses, a handsomely fitted-up house and everything that appertains to a first-class fire company.

In response to a call in the local newspapers, a number of the prominent citizens of the Second Ward met June 17th, 1882, and effected the organization of a fire company, by electing James S. Endi-

cott, President ; James Brady, Vice-President ; Charles A. Cox, Secretary ; William H. Aiken, Assistant Secretary ; Charles J. Dougherty, Sr., Treasurer ; George Clunin, Foreman ; William Kendall, Fire Marshal. After the organization was effected the name of the company, " Atlantic City Fire Company No. 2," was adopted. The company was incorporated June 30th, with the following gentlemen as incorporators : James Brady, T. A. Byrnes, R. E. Winslow, William H. Aiken, Thomas McGuire, William Kendall, A. Reppetto, Benj. Quicksel, H. C. Postoll, Isaac Hewitt, James S. Endicott, John G. Schaffer, George Cluin, W. C. Chambers, P. L. Hughes, B. H. Johnson, George W. Reed, Isaac F. Shaner, Charles A. Cox.

Committees were appointed to procure apparatus and hose. The committees reported having secured a carriage and 900 feet of hose from the United States Fire Company No. 1. Mr. George Hayday, Sr., was appointed collector. Mr. Hayday reported having collected seven hundred dollars. The trustees were authorized to purchase a lot to build an engine house on. The lot was purchased from the Camden and Atlantic Land Company, situated on Missouri avenue north of Atlantic avenue. A building committee was appointed, and the foundation for the same was laid February 4th, 1883. The building is 24 x 60 feet, two stories high, well and substantially built, and was completed and dedicated with a grand parade of the department and banquet on June 17th, the first anniversary of the organization of the company. Its present officers are : Charles J. Dougherty, Sr., President ; Fred. Scheiber, Vice-President ; H. H. Postoll, Secretary ; James Brady, Treasurer ; George Cluin, Foreman ; B. L. Stevens, Fire Marshal.

The Neptune Hose Company was organized and incorporated Oct. 6, 1882. The original incorporators were : George W. Hinkle, Thos. McGuire, Lewis Repp; Franklin P. Cook, Joseph Canby, Thomas J. Horner, Mahlon R. Kirkbride, Lewis Evans, Henry Rutter, Jr., Archibald Reid, Albert W. Irving, Morris Powdermaker, William F. Rutter, Elwood Smith, Walter Kirk, Jos. P. Canby, Edward S. Souder, Oliver H. Guttidge, Peter Rutter, A. F. W. Lehman, Henry Williams, Samuel D. Hoffman, James S. Beckwith, Timothy A. Byrnes, Henry M. Snyder, John R. Adams, Charles H. Craige. The following were elected to active membership subsequently : Samuel Kirby, Silas S. Seely, Joseph Clement, Joseph F. Mason, John Harrold, Peter F. Hagan, Edward S. Lee, Thomas Driscall, Samuel Driscall, Frank Barber, Job G. Monroe, Henry R. Albertson, Charles L. Rutter, Jeremiah Leeds, Wesley B. Miller, Henry Kuehnle, John P. Garton, Edward Kline, Henry S. Brown, Edward Wilson, Joseph McIlvaine, Jacob Natter, Henry Park, Warren A. Upham, Henry F. Monroe, Charles H. Messick, Robert P. King, Theodore Graves, Samuel H. McDonald, Henry N. Bolte, David Nassano, Charles E. Schroeder, Cle-

ment J. Adams, William Marshall, James Riley. The following are officers of the company: Lewis Evans, President; Lewis Repp, Vice-President; Albert W. Irving, Secretary; Henry Kuehnle, Assistant Secretary; Morris Powdermaker, Treasurer; Timothy A. Byrnes, Foreman; William F. Rutter, Fire Marshal; Silas S. Seely, Warren A. Upham, John Harrold, Trustees; Edward S. Souder, Henry Williams, Theodore Graves, Joseph Clement, Edward Kline, Board of Directors. Peter F. Hagan, Assistant Engineer of the Fire Department.



SENATOR JNO. J. GARDNER.

The Company has a large life membership, and contributing membership. The equipment of this Company is, red shirt with black, old English "N" on breast, black helmet hat, with white front, red figure "1" on a blue ground, and white letters of Company and owner's name, on blue ground. Black belt, white trimming, red scrolls, white letters "Neptune" on blue ground, red figure "1" on blue ground. The apparatus of this Company consists of a four-wheel hose carriage with elliptic springs, a hose cylinder of 800 feet capacity, gold plated

lamps on centre arch over cylinder, and side lamps to match, 2 silver lanterns with cut-glass globes, and two brass torches. In front a nickel-plated arch with motto, "Prompt to Action," in relief letters. Gilt figure "1" on front bar, and oval side plates with "Neptune, 1," engraved in script. This carriage was formerly the property of the Shiffler Hose Company of Philadelphia, and was presented by them to the Shiffler Hose Company of Lancaster, Pa., from whom the Neptune purchased it. The Company has 950 feet of Eureka patent hose, with necessary couplings, branch pipes, etc. A hand chemical machine (made by Holloway), is also a part of the apparatus of the Company. The Company's building stands on the north side of Atlantic Avenue, east of Connecticut Avenue. It is a two-story frame structure, 20x50.

The lower floor is for the storage of the apparatus, and is finished in hard woods. A heater in this room supplies heat for the whole building. The upper floor is divided into a parlor, nicely furnished, and a spacious assembly room. The building is surmounted by a cupola, which contains a fine fire-bell. A flagstaff on the pavement 60 feet high, floats a handsome 20-feet national ensign. The house has running water, with marble-top stationary wash-stand, gas throughout, and telephonic connection. There is a "museum" connected with the Company, containing a large case full of relics of various kinds. The value of the Company's property is \$4,500.

CAUGHT IN AN ICE TIDE.

The ice tide of 1867, is memorable to many of our citizens. The railroad track across the meadows was partially swept away, and considerable damage was done at the inlet. The trains were unable to cross the meadows for several days. Passengers bound for Atlantic City could come no further than Absecon, and visitors who desired to leave the city found themselves almost as completely exiled as Napoleon on St. Helena. The storm occurred in December, just at the time when several of our citizens were attending the County Court at May's Landing, among others Lewis Evans, Henry Wootten, Wm. Fleming, George Bryant, and Joseph Moore. They left May's Landing together, and started homeward on an afternoon train. They could proceed no further than Absecon (on account of damage to the tracks), where they remained all night. On the following morning they set out to walk across the meadows, notwithstanding a snow storm was prevailing. Before they had traveled two miles they were in the tide knee deep, which induced Bryant and Moore to return to Absecon. The others were more venturesome, and pursued the journey. When they had reached "Adams' Ditch," they were caught, waist deep, in a floating sea of ice. The weather was bitter cold; the current of the tide was strong, and it became impossible to push their way through the floating ice. They could go neither forward nor backward without incurring great danger. There happened to be a small open row boat in the ditch, which they took possession of. Out in the bay they saw a small sloop at anchor. They started for the sloop, but when the bay was reached it was so frozen that they were obliged to disembark and walk on the ice to the boat. Nobody was on board. The cabin was broken into, a fire was built, and the hazardous party saved from perishing. They remained there until the following day, when the storm subsided and they reached home, most of them suffering from frozen limbs, ears, noses and fingers.

DR. WILLIAM WETHERELL.

This gentlemen became impressed with the advantages with which Nature had endowed Atlantic City as a health resort, about the year 1865. He found the climate so healthful that he spent most of the year there, and in 1867 began to take a practical interest in the city. In 1868, he purchased the handsome cottage built by Mr. Jacob Freas, who by the way was one of the first and most earnest friends of the city. The year following, he purchased and improved considerable real estate in the lower part of the city. He encouraged the struggling meadow turnpike company, and built the Island House at the Atlantic City terminus. It was he who introduced the first hot and cold sea water baths in the place. He gave employment to many men whom he kept busy in grading swamps and beautifying waste places. He was a progressive, public-spirited man, and had the facility of imparting a spirit of enterprise to those with whom he came in contact. Unfortunately for Atlantic City his death occurred in 1872, just at a period when he had projected vast improvements.

ATLANTIC CITY GAS AND WATER COMPANY.

The Atlantic City Gas and Water Company was incorporated by an act of the Legislature of the State of New Jersey, on the 17th of February A. D. 1873. Mr. John Hagan, who had the matter in charge, met with very little encouragement at first, but at last by indomitable will and industry succeeded in obtaining the small holder which was on the grounds of the Centennial exhibition at Philadelphia, and had it removed to Atlantic City. A tank was constructed, holder put up, a small retort house erected and on the 15th of June, 1878, the gas was furnished to consumers. The same holder is now in use at the yard of the company. In the spring of 1880, the Company was placed in the hands of William C. Dayton, Esq., of Camden, as Receiver, by the Chancellor. The works, franchises, &c., were, by the Receiver, sold at public sale on the 15th of October, A. D. 1880.

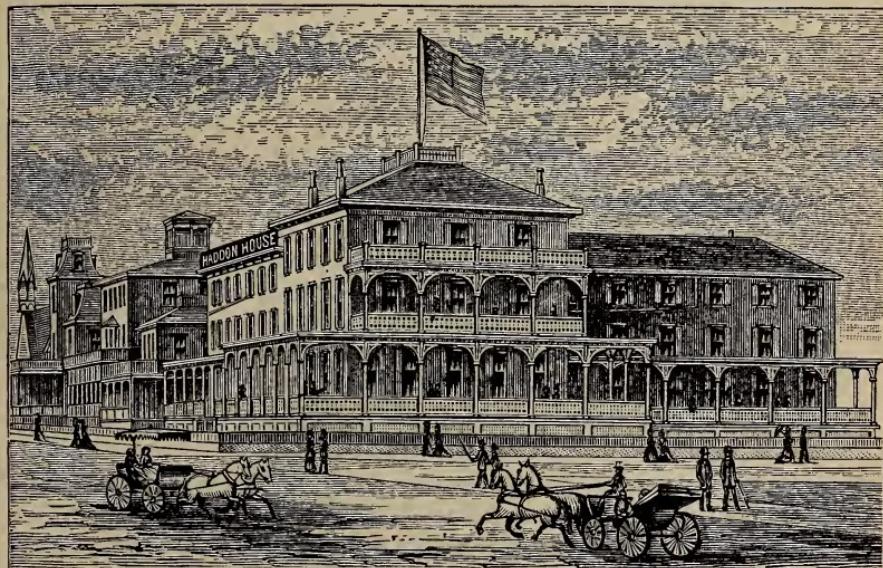
The purchasers reorganized on February 25th, A. D. 1881, under the Act of the Legislature of the State of New Jersey of the 17th of February, A. D. 1881, and elected Hamilton Disston, John Roberts, William L. Elkins, P. A. B. Widener and William Bumm, a Board of Directors. Hamilton Disston was elected president, and Peter A. B. Widener, secretary and treasurer.

In the spring of 1881, more ground was purchased, a new holder was erected, the works enlarged and the water process of manufacturing gas introduced.

In the summer of 1882, the Company established their electric plant, and on July 22, of that year, sixty electric lamps were lighted.

In the early part of 1884, the company constructed another large tank and holder. Edward S. Lee, of Atlantic City, built the tank, and the holder was the work of Deily & Fowler, of Philadelphia.

A large amount of the stock of the company is held by the citizens of Atlantic City, and the Executive Committee of the Board is composed entirely of permanent residents, and consists of Dr. Thomas K. Reed, chairman ; Jos. A. Barstow, and Jos. H. Borton.



HADDON HOUSE—EDWIN LIPPINCOTT, PROPRIETOR.

The consumption of gas has doubled since the year 1882. It is now a growing and successful enterprise. The present officers of the company are John Roberts, President ; Charles Evans, Treasurer, and Dr. Thomas K. Reed, Secretary. The Board of Directors at the present time consists of William L. Elkins, Hamilton Disston, John Roberts, Peter A. B. Widener, William Bumm, Charles Evans, Dr. Thomas K. Reed, Jos. H. Borton, and Jos. A. Barstow, who were elected at the annual meeting of the stockholders in May, 1884.

In 1875, with a view to introducing a water supply, Mr. Hagan began sinking an artesian well on the property of the Company, near the corner of Atlantic and Michigan avenue. Melvin and McMorris, of Philadelphia, were awarded the contract, one of the provisions

being that the boring was to be continued until pure water was procured. When the well had been sunk about one hundred feet the contractors were obliged to suspend on account of financial troubles. Interesting stratas of soil were penetrated. First, a strata of fine beach sand, then a strata of heavy coarse sand, followed by a layer of gravel. Many odd and handsome stones were brought to the surface, some of which were converted into settings for rings. Mr. Hagan deferred the introduction of water, and the company succeeding him never prosecuted this design of the original incorporators of the company, who were—Jno. Hagan, J. J. Gardner, Thomas Bedloe, Edward Wilson, Alois Schaufler, Levi C. Albertson. To Mr. Hagan belongs the honor of founding the gas works of Atlantic city, and to him the people of the city are indebted for the early introduction of gas.

OPENING OF THE MANSION.

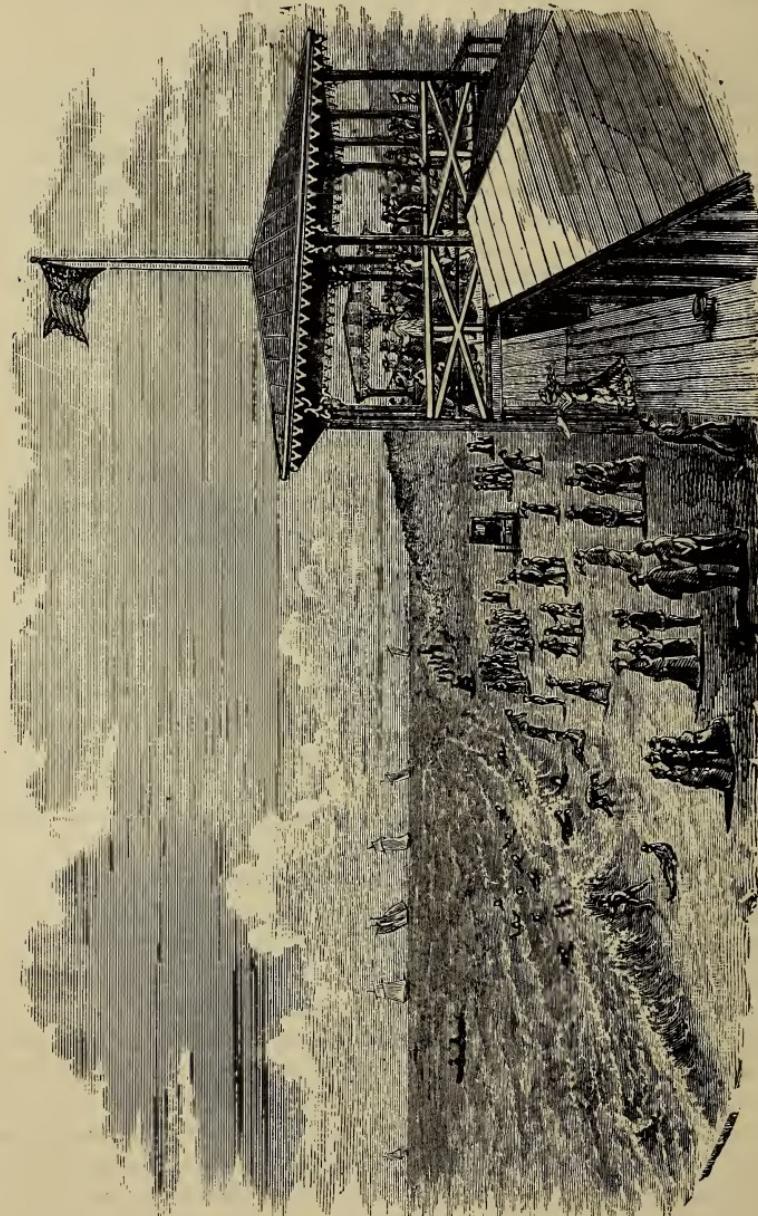
We have before us a neatly printed circular, printed in June, 1855, announcing that "the Misses Lee, of Philadelphia, would open the Mansion House for the reception of guests, on the seventh day of June, 1855." The further announcement is made that the hotel would be under the control of Mr. F. W. Baker, "who will also, during meals, give his personal attention to the dining-room." The circular closes by stating that "the Mansion House is the first hotel on right hand side of the depot." Among those present on this occasion were—Jno. Osborne, Robert Frazer, Isaac Floyd, Wm. Milligan, Wm. Coffin, Andrew K. Hay, Jos. Porter, Wm. Porter, Dr. Pitney, E. A. Doughty, Ezra Cordery, Richard Wright, Louis Grosholz, Thomas Miles, J. Price, James Brown, Jos. A. Barstow, Richard Hackett, Albert C. English, John Hamman, Daniel Morris, Thomas C. Garrett, and many others. Of the four sisters who then owned the house, only Julia remains. They were benevolent ladies, held in high esteem by all who knew them, and under their management the Mansion became very successful in the early period of the city's history. The prospectus above referred to says: "The house being large and airy, and the interior arrangements such as cannot be surpassed, they hope to merit and receive a full share of public patronage." This, no doubt, was true at that time, for then the Mansion was the third house in size on the island; but, comparing the old Mansion with the new and handsome Mansion of to-day, we have a splendid illustration of the general improvement and progress of the city. Under the proprietorship of Mr. Charles McGlade, the new Mansion has left the old hostelry so far in the rear that it is scarcely distinguishable. It has been so much enlarged, and so thoroughly remodeled, that there is

hardly a trace of resemblance to its old namesake. Mr. McGlade has imparted the spirit of push and progress to the premises, till there is no finer house on the coast than the Mansion.

MR. HENRY DISSTON.

About the year 1870, Mr. Henry Disston recognized the merits of this place as a summer resort, and foresaw for it a bright future. He at once demonstrated his faith in the place by becoming substantially interested in it. He invested largely in real estate in what has since become familiarly known as Keystone Ward, a tract of land running from Atlantic avenue to the meadows, between Illinois and Indiana avenues, comprising two squares of land. At this time cottages and boarding houses were springing up all over the city at the rate of a hundred per year. There was no mill or lumber yard in the city, and in consequence builders suffered great inconvenience. To supply this long felt want, Mr. Disston, in 1872, had constructed on Illinois avenue a large mill, equal in its kind probably to any in the State. In connection with it he established a first-class lumber, coal, lime and cement yard, and with Mr. Richard Turner as Superintendent, the business of Henry Disston & Sons was fairly opened in this city that year, to the great satisfaction of the population. The business necessitated the employment of a large number of mechanics and laborers, and in this feature alone it became of much benefit to the city. But the real advantage of the new enterprise to the place was in the convenience to builders, two-thirds or more of whose trade the firm at once secured. The business met with success and ran along smoothly until the year 1875, when it was totally destroyed by fire. A mill was rebuilt, but not on so extensive a scale, and is now running prosperously. When the firm of Disston & Sons came in possession of the real estate scarcely any of it was improved. The ruins of the old Downing House, and a few shanties, were the only buildings which marked the ground. The shanties were removed, the Downing or Woodland House was converted into an attractive modern boarding house, which is now known as the Illinois House. A row of neat cottages has since been built on Arctic avenue, and as many more on Illinois avenue. Over on the margin of the meadows several substantial dwellings have been constructed ; on Atlantic avenue several stores, three stories high, have been built. The large cottage at the corner of Pacific and Indiana avenues, one of the finest on Pacific, was the property of Mr. Henry Disston, while all over the town the firm holds interests. Disston Villa, on Park Place, the property of Mrs. Disston, is the handsomest private residence on the island. The character of these improvements is such as to add to the reputation of the town, and has increased the value of real estate in the immediate vicinity.

The present firm consisting of Hamilton, Horace, William and Jacob, still retain their interest in Atlantic, and like their illustrious sire, are public spirited and generous.



VIEW FROM A BEACH PAVILION.

Mr. Disston always contributed generously to any public improvement, and was held in high esteem here. When, on the 16th of March,

1878, it became known that he had departed this life, the testimonial of popular grief was impressive and touching. He has an abiding place in the affections of all who knew him, and after this generation shall have mouldered into the common dust of those who have preceded it, the memory of Henry Disston will live, and serve as a splendid example for the poor and industrious young men of this country.

Amid the conquering armies of the skies
Give him high place forever; let him walk
O'er meads of better asphodel; and be
Where dwell the noble-hearted and the wise.



CHAPTER III.

THE PHILADELPHIA AND ATLANTIC CITY RAILWAY.

The Philadelphia and Atlantic City Railway was projected in 1876, by Mr. Samuel Richards, Mr. William Massey, and Mr. Charles R. Colwell. Mr. Richards, no doubt, was first to propose the building of the road, and was promptly encouraged and supported by Mr. Massey. A short time previous, Mr. Massey had been elected to the Presidency of the Camden and Atlantic Railroad, Messrs. Richards and Colwell holding membership in the Board of Direction. Mr. Massey appointed Mr. Richards General Business Manager, and to him committed the practical management of the entire line. A difference of opinion in the Board of Directors ultimately resulted in the retirement of these gentlemen, who at once projected a rival road to the sea. Mr. Richards had been one of the most industrious and influential men in the construction of the Camden and Atlantic and saw, he said, much more encouragement for the operation of a second line than he did for the first. He demonstrated to the satisfaction of Mr. Massey, Mr. Colwell and other capitalists, the fact that a rival line of the narrow gauge standard could be built and equipped for less than half of the cost and indebtedness of the old road. A company was organized under the general railroad law enacted by the State Legislature, in 1873. The officers and Board of Directors were: President, Samuel Richards; Secretary, A. B. Linderman; Treasurer, John Welch. Board of Directors: Samuel Richards, Wm. Massey, John E. Colwell, James M. Hall, W. Dwight Bell, J. Lapsley Wilson, Samuel Shaw, John J. Gardner, Levi C. Albertson, Thos. C. Garrett, M. R. Morse, J. G. Campbell, Jno. J. Sickler.

The original intention was to construct a railroad of three feet gauge, but it was afterwards determined to adopt a gauge of three feet and six inches. The first work was done in Atlantic City by John L. Bryant, who built a wharf on the west side of the thoroughfare, about

fifty yards below the Camden and Atlantic drawbridge. When this wharf had been completed an engine, string pieces and ties were sent from Philadelphia, via steamboat, and discharged on the meadows.

Ground was first broken in March, 1877, and active operations begun at each end of the route, on April first. From that time the work was prosecuted vigorously night and day, under the personal supervision of Mr. Richards. Bessemer steel rails, weighing forty pounds to the yard, were used. Across the meadows the track was laid on timber under the cross ties.



THE LATE HENRY DISSTON.

The company had to contend with the trials and difficulties invariably experienced in the prosecution of enterprises of this kind, and frequently were obliged to wait upon the action of commissioners appointed to condemn land on the route, and to fight injunctions restraining them from crossing certain property. As an illustration, we cite the Doughty injunction, issued during the winter of '77, restraining the company from crossing certain meadow land, near Atlantic City, belonging to E. A. Doughty. This was a serious drawback,

and promised to stay further progress indefinitely. Secretary Linderman very adroitly rescued the company from this dilemma. Arriving in Atlantic City on an evening train, via the Camden and Atlantic, he despatched a trusted employee of the road in quest of about one hundred colored men, requesting him not to divulge the object of his visit, but simply to invite their presence at the office of Thos. C. Garrett, at eight o'clock, and to promise them a job if they would be surely on hand. At the appointed hour the men were all present. When Mr. Linderman explained that he wanted every man who was willing to work all night for the "narrow gauge," at good wages, and to keep the matter strictly secret until the following day, to hold up his hand, every man promptly complied. Mr. Linderman then led

the way to the thoroughfare landing where the engine and portable track was kept. The track had been laid on the meadows as far as Doughty's meadow. No steam was gotten up for fear it might attract attention, necessitating the drawing of the engine. The men arriving at the forbidden territory, Mr. Linderman requested the gang to lay the portable tract on the meadow towards the turnpike road, a public highway several yards out of the surveyed line of the railroad, but which passed directly across the property the injunction restrained the company from entering upon. Arriving at this public road the portable track was laid, and the engine drawn over a section at a time until it was on the other side of Doughty's meadow, when the engine was run to the line surveyed for the road. The impediment surmounted, the road progressed rapidly towards the main land. Meanwhile commissioners had viewed the land in dispute and assessed its value at one hundred dollars, which the company paid Mr. Doughty, when it was permitted to proceed unmolested with its work. Notwithstanding the difficulties encountered by the company, the road was completed on Saturday, July 7th, 1877. The first train over the road was run on this day, the passengers consisting of the officers and directors and a few invited guests. It was simply an inspection trip, not regarded as the opening excursion. The train left Camden at 1.43 o'clock P. M., in charge of Stewart Drake, formerly a conductor on the Lehigh Valley Railroad, and was necessarily run slow. At various points there were detentions, the chief of which was caused by the laying of eight hundred feet of track at a place called Pump Brach, about twenty miles from Camden. The last spike to complete the road was driven by Mr. A. B. Linderman, Secretary of the company, at this place. The train did not reach Atlantic until 9 o'clock P. M., when it was received at the depot with demonstrations of delight from a large number of people. It was deemed inexpedient to return that night, and the party quartered at Congress Hall until next morning. The train started on the return trip at 8.23 the next day, arriving in Camden at 1.25 P. M. On portions of the road good time was made, but owing to the inadequate arrangements for supplying the engine with water, many delays were unavoidable.

On the morning of July 25th, an excursion train left Philadelphia for the purpose of formally opening the road to the public.

Invitations were issued by the company to members of the city government, journalists and prominent business men. The passengers on the train numbered about eight hundred. When near Tansboro, an accident occurred to the second section of eight cars. The first three cars of this section jumped the track, upsetting one of the cars. Henry Graham, brakeman, was killed while at his post, and three passengers seriously injured. Mr. J. Warren Gore, General Passenger Agent of the road, was in the rear car of this section, and as soon as

the accident occurred he seized a danger signal, ran back fortunately in time to avert danger by stopping the approaching train. After the delay of an hour or so the train proceeded to Atlantic.

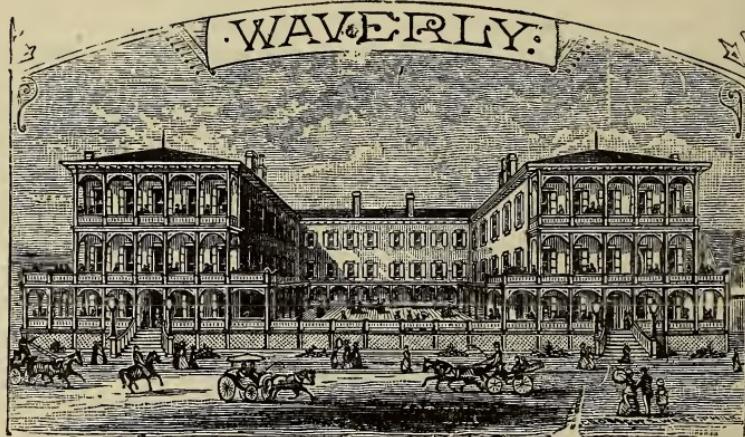
The company began with eight first-class locomotives, seven of which were made by Baldwin; forty first class passenger cars, twenty freight box cars, forty freight cars, and a good supply of smoking and baggage cars. Pier eight was selected as the Philadelphia terminus of the road. From this point the "Pilot Boy," a promenade deck, side-wheel steamboat, was employed to carry passengers to Bulson Street, where the Camden depot was located. The company had purchased twenty acres of land and built a large wharf there. The Atlantic City depot was located at the corner of Atlantic and Arkansas Avenues, one of the Centennial buildings having been transferred to this place and converted into a building for that use. The Lafayette Restaurant at the Centennial, was reconstructed on the beach at the foot of Florida Avenue and used during the first summer for an excursion house. The foundation of the building was undermined by severe storm-tides in the fall of 1877, causing the structure to fall to the ground a complete wreck. It was never rebuilt.

The company met with reverses, and on July 12th, 1878, Charles R. Colwell was appointed Receiver, who managed it until July 7th, 1879, when it went into the hands of G. B. Linderman and Wm. H. Gatzmer, trustees for mortgage bondholders. On September 20th, 1883, the road was sold under a foreclosure of mortgage to George R. Kaercher, presumably representing the Reading Railroad Company, which is now operating the road.

The present officers of the road are: President, George de B. Keim; Secretary, Albert Foster; Superintendent, Frank S. Urie; General Manager, John E. Wootten; General Freight Agent, J. Lowry Bell; Treasurer, John Welch; General Passenger and Ticket Agent, C. G. Hancock.

An ordinance passed by Council on April 22d, 1878, "granting the Philadelphia and Atlantic City Railway Company a right of way on Mississippi avenue," led to serious trouble between the Camden and Atlantic and the Narrow Gauge Company, which threatened a public riot. The ordinance gave to the company the right to lay a track on the avenue from the meadows to the excursion house on the beach. In order to accomplish this the Philadelphia and Atlantic City Company were obliged to cross the track of the Camden and Atlantic on Atlantic avenue, where it intersects with Mississippi, which the latter company claimed it had a right to prevent. Mr. Richards had anticipated the passage of the ordinance, and brought to the city about fifty men on a special train, arriving about nine o'clock. By ten o'clock the ordinance had passed Council, and was promptly signed by Mayor Wright. The Camden and Atlantic also had anticipated

the passage of the ordinance, and had dispatched Superintendent Lister with a gang of men to the scene of contemplated action. As soon as the ordinance passed Mr. Lister ran an engine down Atlantic avenue a few feet below Mississippi avenue, and quietly awaited the action of Mr. Richards. About eleven o'clock Mr. Richards appeared with a gang of men with picks, lanterns, and other tools, and commanded them to cut the rails of the Camden and Atlantic, and put in a cross track for his road. Mr. Lister ran his engine on the east side of the crossing, and left it standing so the headlight would illuminate the spot where Mr. Richards' men would have to work. It was clearly Mr. Lister's intention to run back and forth across Mississippi avenue, which he had a right to do so long as he did not obstruct the avenue. If Mr. Richards succeeded in cutting the track or removing any part of a rail, Mr. Lister, no doubt, would have run the wheels of his engine



THE WAVERLY—MRS. JNO. L. BRYANT, PROPRIETOR.

into the gap, and thus have put the Narrow Gauge in an undesirable position. Mr. Richards procured a lot of shovels and ordered his men to throw gravel in front of the engine to keep it from crossing Mississippi avenue. They began to throw gravel vigorously, when Mr. Lister ordered his gang to remove the gravel. Two gangs of men soon were pitching gravel at each other, and indulging in violent threats. Some ties were near by which were also thrown in front of the locomotive. Mr. Lister was outnumbered in men, but they stood by him and resisted under his orders until some one struck him, when a riot became imminent. The Mayor at this juncture came to the front and commanded the men to desist. Officer Peterson arrested Mr. Lister and took him to the City Hall, where he was immediately dismissed from custody by Alderman Shinn. Mr. Richards, taking advantage of Mr. Lister's absence, succeeded in putting in the crossing.

NEWSPAPERS.

In the summer of 1864, a small publication called the *Surf*, bearing the impress of Atlantic City but printed in Philadelphia, was sent down on the evening trains for circulation in Atlantic City. It suspended before the close of the summer. The *Season*, also printed in Philadelphia, appeared in 1865, and became a permanent publication, having been distributed on the trains gratuitously every summer since. Messrs. Lineaweafer & Wallace are the enterprising proprietors. In 1870, Messrs. Potter & Cordery issued the daily *News* from their office at Hammonton, for one season only. In 1872, Mr. Heller published the *Wave* and sent it here for daily distribution. The *Review*, A. L. English, editor and proprietor, appeared on July 1st, of the same year. It was the first paper ever printed on the island. The *Wave* suspended permanently in August, but the *Review* continued until September, suspending then for the winter months. It resumed daily publication on the 1st of the following July and appeared regularly every day until September when it again suspended for about a month to prepare for the publication of a weekly county paper, which came out on the 11th of October, 1873. The *Review* devoted its energies to the interests of Atlantic, defending it against the attacks of envious rivals, and setting forth the merits of the place as a health resort, attracting widespread attention. Loyalty to the city and attention to business made it the most successful journal on the New Jersey coast. It was sold to Messrs. Heston & Shreve, in the spring of 1884. Gen. Barbiere moved the *Times* from Hammonton to Atlantic in March, 1877. He shortly thereafter transferred the management of it to Mr. Julius C. Shinnen, who retained possession less than a month, disposing of his interest to Mr. Isaac F. Shaner. Mr. Chas. McClintock succeeded Mr. Shaner and retained control until Mr. Jno. F. Hall became the possessor in August, 1879. The first Sunday paper ever published was issued by Harrold Silberman, in May, 1884, entitled the *Sunday Mail*. *The Church Herald*, Rev John H. Boswell, editor ; publication office, 1214 Atlantic avenue. Published monthly. First appeared in winter of 1884. *The Advocate*, published by the Y. M. C. A., 1630 Atlantic avenue. Published monthly.

SOCIETY OF NON-RESIDENT TAX-PAYERS.

On Sept. 2d, 1879, a number of the non-resident tax-payers, composed chiefly of Summer cottage residents, organized a society of non-resident tax-payers. Through the instrumentality of Hon. Geo. M. Dallas, a meeting was held for the purpose of preliminary organization, in the early part of the month above mentioned. At this meeting

were the following non-resident tax-payers: Geo. M. Dallas, John Roberts, Dr. Penrose, Wm. C. Houston, Messrs. Brown and Woelpper, Hamilton Disston, Wm. H. Berry, John Fox, Wm. Lucas, G. Byron Morse, Louis Gutekunst, Wm. Bumm, George Bumm. John Roberts, Esq., explained the object of the meeting, briefly stating the advantage of an organization such as was mentioned in the call. Hon. Mr. Dallas was elected chairman of the meeting. Mr. Dallas thanked the gentlemen for the compliment, and in effect said that in his judgment the organization of this assemblage for the purpose of considering the practicability of forming a permanent association was proper. He believed the time had come for the non-resident property holders to have some organization through which they could offer suggestions to the authorities, and by which their wishes could be made known. There was no feeling in his breast to complain of the authorities. The rare success of the city under their control for the past 25 years was a matter for congratulation and praise. He was particularly anxious for harmony. But it was natural that the non-resident property owners have a feeling of interest in all important public subjects. In the recent agitation for a better boardwalk, fire-works, etc., they had taken important action. In all public schemes, looking to the improvement of the city, the non-residents had never been found wanting when aid was solicited. In the rapid progress of the place the time had arrived for public discussion on many important matters, and there certainly ought to be no difficulty in forming an association of non-residents to consider important subjects as they might occur. A committee might be appointed at this meeting to draft Constitution and By-Laws, to carefully consider the best means of effecting an organization, to be submitted to a meeting held on their return in the Spring.

An organization was effected at this meeting. A number of cottage holders joined the association later. The society suggested several needed improvements to Council and proved of public service, but owing to the difficulty of securing meetings on account of the absence of members from the city, the association disbanded after about a year from the time of its organization.

GEN. GRANT AND OTHER DISTINGUISHED GUESTS.

At the invitation of a number of our summer cottage residents Gen. Grant visited this place on Saturday, July 25, 1874, and remained until Monday morning. He was received at the United States Hotel by Mayor Chas. Souder, on behalf of the city, and by Rev. Dr. Willits for the summer guests. Gen. Grant responded briefly. Attorney General Williams arrived with the President.

The celebrated Potter Committee, composed of Messrs. Butler, Cox, Morrison, Blackburn, Springer, Reed, MacMahon, Cobb and Hunton, held a session here in the summer of 1878, using the ocean parlor of the United States Hotel as a place of meeting. Gen. Garfield, Eugene Hale and Senator Edmunds were among the witnesses who testified. Senator Trumbull, ex-Gov. Palmer of Illinois, Hon. Zach. Chandler and other distinguished statesmen visited the city that summer.



U. S. LIFE SAVING STATION.

An excursion of New York bankers, brought here through the courtesy of the Camden and Atlantic Railroad arrived at Congress Hall, on Saturday, June 15, 1880. Dr. Reed received them with a speech in behalf of the city.

The Centennial Commission arrived on Monday, June 15, 1874, and was entertained at the Ocean House. Remarks were made by Henry C. Carey, Jas. H. Campbell, ex-Minister to Sweden, Thos. H. Dudley, ex-Minister to Liverpool, J. A. Atwood, Spanish Consul, and others, whose names cannot be obtained.

The officials of Cincinnati came on the morning of Aug. 26, 1874. A cannon was fired in front of Schaufler's Hotel, on this occasion, and a reception speech made by Mayor Gardner.

Cardinal McCloskey spent several days here in the summer of 1883. Gen. Logan, Gen. Garfield, Gen. Sherman, Secretary Lincoln,

Gen. McClellan, the Governors of nearly all of the States, Bishop Simpson, Attorney General Brewster and a host of other distinguished guests have registered here within the past few years.

It was the custom up to the Centennial year, for the railroad company, the cottagers and business people of the city to invite eminent citizens and influential corporations to spend a day or two in the "City by the Sea." The company would furnish the transportation, the authorities would provide yachts and carriages, and the hotel proprietors and citizens would entertain the inner man. This custom went far towards giving the city a widespread reputation as a delightful and hospitable health resort. This wise action on the part of the authorities, and the endorsement by the eminent physicians of Philadelphia and New York, obtained in 1878, and circulated throughout the country in beautifully printed pamphlets, by the Camden and Atlantic Railroad Company, secured Atlantic City's eminence throughout the land as the invalid's great sanitarium. Adding to this the faithful and enthusiastic advocacy of the place by the *Review*, which kept continuously before the people the superior dryness of the atmosphere, Atlantic secured a just reputation as a "health lift" second to none in America.

THE ATLANTIC AVENUE RAILROAD CONTROVERSY.

Nothing occurred to mar the friendly relations existing between the city government and the Camden & Atlantic Railroad Company, until the year 1863, when the latter put a platform on Atlantic avenue, in front of the old National Excursion House, for the accommodation of excursionists. Correspondence between Council and the Company relative to this matter developed the fact that there was a wide difference of opinion in regard to rights and privileges on Atlantic avenue. No definite action looking to a settlement of the dispute was taken until February, 1877, when the railroad company began to grade a road-bed and extend its track southward on Atlantic avenue, from a point near Georgia avenue. Soon after the company began work, Mayor Wright issued the following notice, which was served by Officer Lacey :

"To James Bishop, or whoever may have charge of laborers on Atlantic avenue in the employ of the Camden & Atlantic Railroad Company. You are hereby notified to suspend further work on said avenue immediately.

W. WRIGHT, Mayor."

This request was complied with. The ground upon which the Mayor based his authority for the order was that the company had no right to break into an avenue, or to lay a track there-

on without first obtaining permission from Council. The position of the railroad company was that under a supplement to its original charter, passed in 1861, it had certain privileges on the avenue, and a right to extend its track southward as far as Great Egg Harbor Inlet. On the 28th day of March following, the company began to lay a side track from Pennsylvania avenue to Massachusetts avenue. The Mayor caused the arrest of a number of the company's employees, who were taken to the City Hall, and discharged shortly thereafter. The company again suspended operations. David J. Pancoast, Esq., of Camden, was then instructed by a majority of Council to file a bill with the Chancellor, restraining the company from resuming work. The Chancellor refused to grant Mr. Pancoast's prayer, but issued a rule that the company show cause why an injunction should not issue. This order the Mayor claimed was properly served. Abram Browning, Esq., counsel for the company, denying the service, filed an original bill, praying and obtaining an injunction, restraining the Mayor and Council from interfering with the company in laying its track. This injunction was served on the city authorities June 13, 1877. Council claimed that this injunction was irregularly obtained. The company resumed operations immediately upon the service of the injunction. When about three-fourths of the side-track had been laid, the rule of March 28th was served upon the company's employees.

The track was removed by two members of council, their right in the premises becoming a grave question in the controversy. The company shortly after completed the work, and the track has never since been disturbed. Harry L. Slape, Esq., was retained in the case about this time by City Council, and upon him thereafter the arduous duties of the suit devolved. The action of the Mayor in arresting the progress of the southern extension of the road, and the construction of a side track above Pennsylvania Avenue, divided public sentiment, and a bitterness of feeling ensued such as had never before existed in the history of the island. A majority of Council, the Mayor and those who endorsed his action, held that the arrest was simply to test and settle the control of the avenue. That the company had neither asked for nor been granted the privilege of breaking into the main highway. Others took the ground that the track was a public nuisance, and should be removed from the avenue. The opposite side said the city had been made by the railroad company, that it had been conceived by its projectors, and the city had prospered under its management. That the avenue originated with, and had been surveyed by the company, before the city was incorporated; that the track on the main had been located and constructed before a City Government came into existence, and that the distribution of passengers over this track had caused the city to spread and improve.

Complaints having been made about the company's track between Indiana and Arkansas Avenues, Council, about the middle of June, '77, appointed a committee of three of its members, consisting of Elias Wright, John J. Gardner and Wm. Mitchell, to examine said track, and report to Council. This committee made a report, declaring the track a public nuisance, and an ordinance to that effect was passed immediately. The closing section of the ordinance reads :

Be it ordained by the City Council of Atlantic City in council assembled, That all the railroad tracks in and upon Atlantic avenue, between Indiana and Arkansas avenues, and within the corporate limits of the city of Atlantic City, be and are hereby declared an obstruction to the public use of said street and highway, and adjudged and declared to be a public nuisance to the city of Atlantic City and the inhabitants thereof ; and be it further ordained, that the said nuisance be abated and removed according to law, and that the Camden and Atlantic Railroad Company be notified and required to remove and abate the said nuisance forthwith, and that this ordinance take effect immediately.



HOTEL ALBION—LENTZ & SIEGRIST, PROPRIETORS.

The company filed a bill in chancery to restrain the city from removing the rails. The city filed an answer and a great deal of testimony was taken. Before a final hearing the question was settled by the passage of an ordinance, approved June 13th, 1881, which the company accepted. The most important provisions of this ordinance are : That it shall permanently adjust all differences between said city and company ;" that the company shall have the right to construct and operate its tracks on the avenue the whole length of the same, now dedicated or hereafter extended, as shown in a survey and map filed in the office of the Secretary of State, February 7th, 1875 ; that said road shall be kept at the grade of said Atlantic avenue, as now established or may hereafter be established by the city ; that the company shall extend said track, either single or double, to the southwest

boundary of the city within two years from June 13, 1881; that the tracks used shall be flat and between the rails and immediately adjoining the outside thereof, the company shall pave or plank the same at grade with said track or tracks; that the said company shall furnish, delivered on Atlantic avenue wheresoever directed by City Council, a sufficient quantity of sand and gravel, free of cost to Atlantic City, to build Atlantic avenue from curb to curb wheresoever its tracks may be extended from Georgia avenue southwestward, and it shall in like manner furnish gravel and keep said Atlantic avenue in good repair, as said City Council may require from time to time, in all its parts from Absecon Inlet to the southwest line of said city, and shall trunk the same wherever its road-bed shall obstruct the course of water; no gravel to be furnished between June first and October first, and one month's notice to be given the company when a supply is required, in consideration of which no future grant shall be given to build or operate a railroad on Atlantic avenue longitudinally; said delivering, repairing, building, grading, graveling, trunking, switching, and maintaining said tracks and avenue in proper condition as aforesaid in all their parts, to be under the supervision and subject to the approval of the City Council of Atlantic City; that the company shall pay annually to the city a license of fifty dollars for each horse car used on the avenue for local travel, and a license on all express wagons run by them, equal in amount to that paid for express wagons of like character; that said company shall in no wise hinder or obstruct the Philadelphia and Atlantic City Railway Company, or the West Jersey and Atlantic Railroad Company, from the execution of their rights, grants, and privileges under existing ordinance or ordinances of Atlantic City; that in case the boundary line of Atlantic City shall hereafter be extended, and the company shall at any time extend its track on any land within the bounds so extended, all the provisions of the ordinance shall apply thereto.

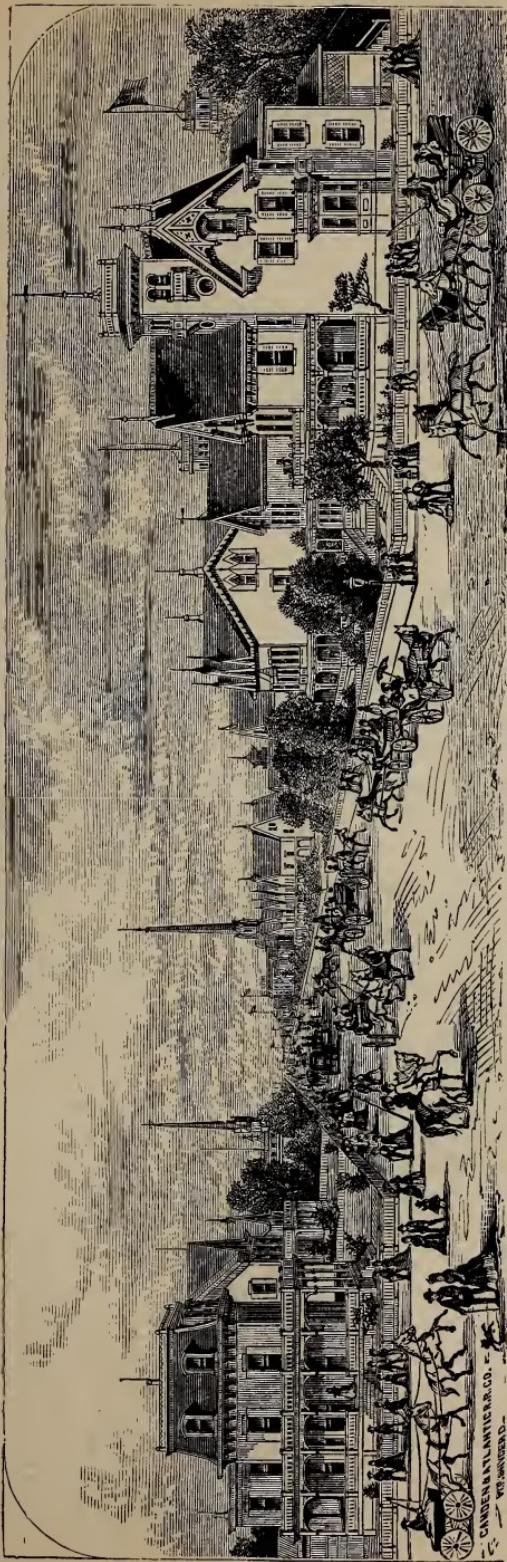
This ordinance is almost identical with one prepared by General Wright, in 1877, which the company rejected. At a conference held in June, 1877, at the U. S. Hotel, between J. J. Gardner, Elias Wright and Wm. Mitchell, for the city, and James B. Dayton and John F. Starr, for the Railroad Company, the differences of opinion were discussed. Nearly the entire Board of Directors of the company were present at this meeting, which resulted in the appointment of sub-committees, consisting of Mr. Gardner and Samuel Gray, Esq., to represent the city, and Mr. Dayton and Abram Browning, Esq., for the company. To these gentlemen was committed the responsibility of preparing a compromise ordinance, to be submitted to the company and council for consideration. The sub-committets adjourned to the cottage of Mr. Dayton, where an agreement was settled upon. On the following evening it was read to Council and the company in the par-

lor of the United States Hotel. On motion of Thos. H. Dudley the company declined to accede to its terms. The text of this agreement is as follows: That "all controversy be settled by said company, changing the location of its tracks in said avenue, so that the two tracks that are on it shall be at equal distance from the centre line of the location of their railroad, the same being the centre of said street; that the said company shall so make and construct said tracks as to admit of ordinary driving or travel across them, by planking or paving between and adjoining to the rails of said track or tracks, and graveling between the tracks; that the company shall maintain the facilities of crossing said tracks at its own expense, this work to be done prior to the first day of October next (1877); the company shall fill up to grade and gravel so much of Atlantic avenue south of Pennsylvania avenue to California avenue as is not now so graded." The agreement goes on to state that "upon the execution of formal papers; and the passing of a proper ordinance acceptable to the said company, the city shall and will withdraw all objection to the said company making, maintaining, and operating two tracks between the Inlet and California avenue, and all suits and controversies now pending shall be withdrawn and not further prosecuted without the payment of costs by either party to the other, provided that nothing shall be implied from this settlement which shall impair the legal rights of said company, nor to deprive said city from any powers it may have over said avenue."

This proposition, as stated above, the railroad company declined to accept. A very important consideration in influencing the city authorities in deciding upon a settlement of the controversy by the passage of the ordinance of June, 1881, was the belief that it would be impossible to depose the company from certain rights on Atlantic avenue, above Pennsylvania, and to gain important rights on Atlantic avenue below California avenue, which were in possession of the company. While the city might have driven the company from the avenue, from South Carolina avenue to California avenue, the territory referred to probably would have been operated on by the company forever.

THE LIPPINCOTT LAND CASE.

This case involved the title to valuable lands along the entire beach front of New Jersey. The persons directly affected in this city were Edwin Lippincott, proprietor of Haddon House, and Charles Evans, proprietor of the Seaside House. While only the land of Mr. Lippincott was named in the trial, it was regarded as a test suit, and attracted wide-spread attention. The following is a history of the case in brief:—In 1856, the Camden and Atlantic Land Company



PACIFIC AVENUE, SOUTHWARD VIEW.

sold Thomas Miles land fronting the ocean, and bound on the opposite side by Pacific avenue, extending from said avenue three hundred and twenty feet, more or less, to storm-tide-line of the Atlantic Ocean. Title descended from Miles to Lippincott. Meanwhile large accretions of land had formed, upon a portion of which Haddon House was built. On September 8, 1880, a "summons" was served on Mr. Lippincott, in a writ of ejectment issued by the Land Company, setting up a claim to all land beyond the 320 feet specified running towards the ocean. The case was carried to the county courts, but trial was postponed by the plaintiff at each term, until Judge Reed set a special term for the case in October, 1882. The matter then came up before a struck jury, but was put over again at the request of plaintiff. At the regular term in December, 1882, it came before another struck jury, and the trial was proceeded with until the testimony was all in, when Court adjourned till the 3d of January for argument. The Judge charged the jury at length on the following day, submitting

fourteen questions for their consideration and answer. These questions were answered by the jury, and returned to the Court on the 5th of January, and were regarded as favorable to defendant. The whole case, including the questions submitted by the Judge, were argued in 1883, at the June term of the Supreme Court, before Justices Beasley, Depue, Knapp and Vansycle. Barker Gummere and Courtlandt Parker appeared for plaintiff; and Peter L. Voorhees, and Frederick Voorhees, for defendant. The Court, after ordering the evidence to be printed, reserved its decision until the November term, when, in an exhaustive opinion, it decided that Mr. Lippincott had legal title to the premises, but in consequence of an error or informality in the answer to one of the questions in the Lower Court, the Supreme Court could not order judgment, but granted the privilege of a new trial. None being applied for, the defendant's counsel notified plaintiff that application would be made to the Supreme Court for a non-suit. No defence being made, the Court granted the request, and by an opinion rendered at the November term of 1883, established the principle that the title to land bounded by a storm-tide mark advances or recedes according to the same laws governing the title to accretions to land bounded either by high or low water mark. The array of counsel in this case was: For plaintiff—Courtlandt Parker, Barker Gummere, Wm. Moore, Alex. H. Sharp. For defendant—Peter L. Voorhees, Frederick Voorhees, Samuel H. Grey, Jos. Thompson.

IMPROVEMENT ASSOCIATION.

An organization by this name was formed in 1878. Levi C. Albertson was elected president, and F. B. Lippincott, secretary. At a meeting held in the council chamber on Monday evening, January 12, 1879, the following By-Laws were adopted :

“Art. II. The officers of this association shall be a president, a vice-president, a secretary, and a board of directors, consisting of ten resident real estate owners of Atlantic City, which ten resident directors shall elect five non-resident directors, who shall be owners of real estate in Atlantic City, and who shall have equal powers with the resident directors for the transaction of business.

Art. III. All the officers and resident directors of this association shall be elected annually, on the first regular meeting in January in each year at a regular meeting of the association, and the election shall be by ballot, and all the officers so elected shall hold their offices for one year, or until their successors are elected.

Art. IV. The objects and purposes of this association shall be the protection of property and the enhancement of its value, the encouragement and advancement of all public or private enterprises that may

be calculated to benefit the city and our people, and to place before the public, in the most pronounced manner, our superior advantages as a resort for health, comfort, and pleasure.

Art. V. No member of this association shall be permitted to speak in favor of any political party during the discussion of any subject, and as this association is intended to be above politics and to promote the common welfare, the discussion of any political subject in this body, or any committee thereof, is hereby prohibited."

After a few years' effective service to the public, the association suspended its meetings.

RUNNING THE TRAINS THROUGH THE CITY.

From the day of the arrival of the first train in Atlantic, until the spring of 1876, passengers were distributed through the city by stops made at about every fourth avenue. In June of that year, Mr. Jno. Lucas, then President of the Camden & Atlantic, ordered all trains stopped at the depot. The enforcement of the order created a great public agitation. Most of the people at either extreme of the city earnestly protested and petitions numerously signed were presented to the Board of Directors of the company, praying it to resume the old practice. A public meeting was called at the City Hall, and was largely attended. Addresses were made, and the action of the company condemned. It was about the time of the projection of the Philadelphia & Atlantic City (narrow gauge) road. The people residing up-town, and others sympathizing with them, appealed to the new company to adopt the plan first practiced by the old road, and run passengers as far up town as Massachusetts avenue. The new company promised to do so, and an ordinance granting the company the privilege of laying a track on Arctic avenue up through the city was ultimately passed by Council. Later this ordinance was repealed, and a like privilege granted on Baltic avenue.

The Camden & Atlantic soon after resumed the delivery of passengers, but many of the hotel proprietors had purchased 'buses, and were less interested in the matter than before. The wisdom of running the cars through the city became a debateable matter, ultimately drifting into a contention that became an issue in our local politics.

BOARD OF HEALTH.

The city's sanitary code is the vine upon which the tempting cluster has grown, and the purple grapes can show no more intimate dependence upon the parent stem than Atlantic City bears to a superior

sanitary system. Until the year 1880, the duty of keeping vigil over the city in the matter of the removal of garbage, drainage, low and stagnant places, cesspool, etc., devolved upon a committee of Council known as the "Sanitary Committee." On the 11th of March, 1880, the Governor approved an Act of the Legislature, requiring all incorporated cities, towns and boroughs, to appoint a board of health, composed of at least five, and not more than seven members. In compliance with this law, Mayor Wright appointed Dr. F. B. Lippincott, T. A. Byrnes, Jno. L. Bryant, Geo. Hayday and Thos. McGuire. The



board held its first meeting in the City Hall, on the 20th of May, 1880, and organized by the appointment of Dr. Lippincott, as chairman, and Mr. McGuire, Secretary. Messrs. Bryant and Byrnes were appointed a committee on rules. During the administration of Mayor Bryant, the board was increased to seven members, by the appointment of Messrs. Borton and Barstow.

The present officers and members of the Board are : President, Boardman Reed, M. D.; Secretary, Edward A. Reiley. Members—Joseph H. Borton, Jos. A. Barstow, John B. Champion, Albert W. Irving, Mahlon C. Frambes ; Sanitary Inspector, Dr. J. J. Comfort.

THE EXCURSION HOUSES.

The Seaview Excursion House was built in March, 1869, by the Seaview Hotel Company. On the 23d of March, before the work on the building had been finished, a severe gale razed it to the ground. The original officers were : President, Robt. Frazer ; Secretary, Horace Whiteman. Directors, Jas. B. Dayton, John Lucas, Jno. Wallace, Geo. W. Carpenter, Samuel C. Smith, Robt. M. Mitchison. The opening of the house was celebrated by an excursion, on the 21st of June, 1869. S. C. Konigmacher managed the house for the company the first year. Mr. John Trenwith is the present lessee. Mr. Thomas Trenwith is superintendent.

The Narrow Guage Excursion House was built in the spring of 1877, at the ocean end of Florida Avenue, by the Philadelphia and Atlantic Railway Company. It had previously been one of the buildings on the Centennial grounds. In the fall of '77, a storm-tide undermined the foundation, causing the house to fall to the ground, a complete wreck. In the spring of 1878, Mr. Charles Palmer converted his hotel into an excursion house, for the use of the railroad company, to which the company has run all of its excursions ever since. Frank Barnett purchased the property of Mr. Palmer, and is now the manager and proprietor of it. It is known as the Lafayette Excursion House.

Mr. S. M. Nash built the West Jersey Excursion House in the spring of 1880, on Georgia Avenue. It was managed by Mr. Nash, until the season of 1884, when it was leased to Messrs. Giles & McKune.

ATLANTIC CITY NATIONAL BANK.

Through the instrumentality of Mr. Robt. D. Kent, a meeting of business men was held at the Seaside House in the latter part of August, 1880, to consider the matter of establishing a National Bank in Atlantic City. Seven men only responded to the invitation. Three thousand dollars was the amount of stock subscribed at this meeting. The movement thus modestly begun was encouraged by additional subscriptions from the citizens and non-residents, among whom Mr. Kent mingled with a petition. In the course of six months the necessary stock of \$50,000 was subscribed. A meeting for organization was held in the City Hall on March 18, 1881, which resulted in the election of the following officers and directors : Directors, Joseph A. Barstow, John B. Champion, Geo. F. Currie, Chas. Evans, Richard H. Turner, Elisha Roberts. Officers:—President, Charles Evans ; Cashier, Robt. D. Kent. On May 23, 1881, the bank was opened, temporarily occupying a room in Currie's building, below South Caro-

lina Avenue. The success of the institution was assured from the start. No dividends were declared the first year, but thereafter three per cent. semi-annual dividends were paid, in addition to which the surplus fund has reached twenty-three per cent of the capital. The business of the bank is now done in Bartlett's brick building, built especially for banking purposes, at the corner of Atlantic and North Carolina Avenue.

THE WATER CONTROVERSY.

On October 21st, 1880, an ordinance was passed granting John W. Moffley, Walter Wood and their associates, or such company as they might form under the laws of the State, to lay pipes in the streets for the purpose of providing a supply of water. Among other things the ordinance specified that the company should receive from the city \$3,300 per annum for a supply of water, and that upon the extension of the city such sum should be allowed the company for additional fire plugs as the city might elect. Under the ordinance the company was required to maintain a head of eighty feet of water in the stand-pipe, and to keep therein at all times 180,000 gallons of water.

On the nineteenth of November, 1880, the same Council passed an ordinance supplemental to and amendatory of the above mentioned ordinance, in which the annual city water rent was increased to \$7,500, and that for each additional mile of extension of water plugs the city was required to pay \$750 per annum. In the supplemental ordinance the city was deprived of the control of water rates and from levying a municipal tax. The supplemental ordinance also struck out the words "which shall at all times contain" where it referred to the maintenance of 180,000 gallons of water in the stand-pipe.

The passage of this supplemental ordinance led to public agitation, and serious litigation, which is still pending. At the request of certain taxpayers the Attorney General filed an information to set aside the ordinance and contracts made thereunder.

A new Council having been elected, the original ordinance and the supplemental ordinance thereto were repealed.

Public meetings were called and the question of a water supply thoroughly discussed, much feeling characterizing the speeches. There was a strong demand for the city to build and control its own works, and with a view to testing public sentiment in the matter, a special election was held on Tuesday, [redacted], 1881, which resulted in a total vote of 591—500 of which were in favor of the city owning and controlling its water supply. The ballots polled read as follows :

"For the adoption for this city of the provisions of an act entitled, 'An Act to enable cities to supply the inhabitants thereof with pure and wholesome water.'

Against the adoption for this city of the provisions of an act entitled, 'An Act to enable cities to supply the inhabitants thereof with pure and wholesome water.'"

The Moffley-Wood Company, paying no heed to the repealer, proceeded with the construction of the works. The company disputed the claim of Council that it had not lived up to the requirements of the original ordinance, and that the repealer was therefore of no force. The company was permitted to proceed with the work, and on the 19th of June, 1882, a supply of water from the springs of the mainland was introduced into the city. The names of the officers and board of directors are herewith submitted : President, Walter Wood ; Treasurer,



SEAVIEW HOTEL—JOHN TRENWITH, PROPRIETOR.

Aaron Freas ; Secretary, Mr. Greaves. Directors—Walter Wood, Jno. W. Moffley, Aaron Freas, Israel Adams, Geo. Wood, Gen. E. Wright, W. D. Kemble, Jno. McChesney. In the suits above referred to, H. L. Slape, Esq., is counsel for relators, and S. H. Gray, Esq., and Peter L. Voorhees for the Water Company.

DEATH OF LINCOLN AND GARFIELD.

The news of the death of President Lincoln on April 14, 1865, was received with public manifestations of sorrow throughout the city. The schools suspended for a short time and a public meeting, to give expression to the deep feeling of grief, was held in the First

Methodist Church. Resolutions of regret were passed by all of the societies. The city was draped in mourning, the only bells then here—those in the Presbyterian and Catholic churches—were tolled, and every flag in the city put at half mast. A special train ran to Philadelphia when the remains of the great President were lying in state in that city.

The obsequies of President Garfield were observed by the people of this city in an appropriate manner. Mayor Slape issued the following proclamation : I, Harry L. Slape, Mayor of Atlantic City, do hereby recommend that the people of Atlantic City do observe the said 26th day of September, 1881, by the closing of places of business throughout the day, and by assembling for prayer and other appropriate services to be held in the Presbyterian church in this city, at the hour of two o'clock P. M.

There was a general suspension of business on this day. The assemblage at the Presbyterian church was very large. The Hooker Post was present in uniform, as was the police department. After voluntary by Prof. Henry Wolsieffer, Rev. Mr. Bailey, of the Baptist denomination, made a few appropriate remarks, closing with the reading of President Arthur's proclamation. The choir sang "Asleep in Jesus." Prayer was offered by Rev. Edward Bryan, of the Presbyterian church, followed by "Jesus, Lover of my Soul," from the choir. Rev. Z. T. Dugan , of St. Paul's M. E. church, read the twenty-fifth chapter of Matthew, which was followed by an interesting address by Rev. Mr. Sovereign. "Broken Hearts," was rendered by the quartette. Senator Gardner then made an eloquent address

A memoriam hymn, by Rev. Alfred Nevin, D.D., was sung by the congregation. Mayor Slape followed in an able speech. Dr. Thos. K. Reed made a very effective address, dwelling particularly on the nature of the wound and the heroic conduct of General Garfield throughout his great suffering. "Rest, Brother, Rest," was then sung by the choir. Rev. Mr. Cline, of the First M. E. church, dwelt particularly upon the Christian character of the dead President, and thought it was consoling that he was an open professor of Christ. Prayer was offered by Rev. Mr. Dugan. The congregation sang "Nearer my God to Thee," after which it was dismissed with the benediction by Rev. Mr. Cline.

EARLY BATH-HOUSES.

Not until the last decade was there any attempt to keep the bath-houses permanently on the beach. They were rough, unsightly structures, strongly put together, made of a size that would admit of their being put on a wagon every Autumn, and hauled to a point of safety up in the city. Long rows of bath-houses dumped along Pacific and

other avenues, were a common Winter scene. Not a building was left on the beach after the close of the bathing season. A few weeks before the Summer season opened, the beach presented an animated scene of busy laborers who were engaged in removing bath-houses beachward, and in removing the accumulated sand drifts, and debris of wrecks that had come ashore during the Winter. The beach has been less shifting of late years, and the effort to fix the tasteful and expensive buildings which adorn the beach to-day has met with encouraging success. Bulwarks have been built at places that have withstood the force of the storm-tossed sea; foundations of bath-houses have been sunk deeper in the sand, and ocean piers extended successfully into the sea. The first bath-house we have any account of was that built by Mr. Manasa McClees, at the foot of Massachusetts avenue, in 1854, in charge of Mr. G. H. Leedom, who has since accumulated a competency in the bath-house and restaurant business, and become a member of Council and an honored and influential citizen. In that day the beach was regarded, in a great measure, as the property of the public for bathing purposes. Every purchaser of property felt that he had a legitimate right to put a bath-house somewhere on the beach for the use of his family. It may not have been so nominated in his deed, but the right was permitted to be implied. But as the town became more populous, so did the beach front increase in value, until the question of legal ownership became a matter of dispute that led to litigation, resulting in the abolishment of squatter sovereignty and possession by those whose deeds named high-water-mark or storm-tide-line as the south-eastern boundary of their property.



CHAPTER IV.

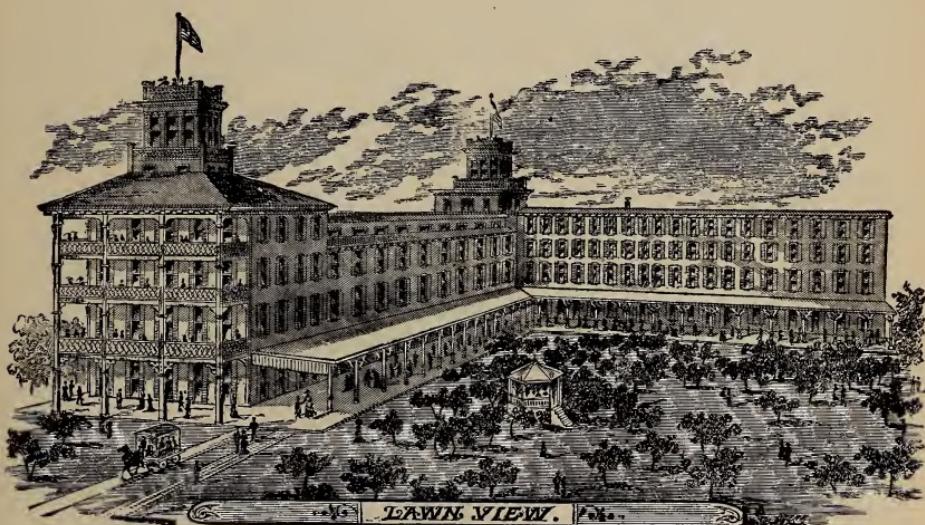
THE WEST JERSEY AND ATLANTIC RAILROAD.

A strip of crescent beach, a genial sun overhead, a sea gull flying through the blue sky, a vast stretch of water reaching out to the horizon, and an occasional sail flecking the distance, were the only features which marked the site of the present Queen Resort of the Sea when Dr. Pitney first conceived the idea of connecting the Delaware and the Ocean with a ribbon of iron. The sweet cadence of the sea and the whistle of the meadow bird were the only sounds of this lonely shore. In 1854 Nature invited Art into partnership, and the issue was a railroad, the result of which a great sanitarium rose sphinx-like from the ocean.

The year 1876 is as memorable in the history of Atlantic City as it is in the history of the Nation, for it was during that period that Samuel Richards, who had watched the seed planted in the sandy desert by Dr. Pitney grow and become fruitful with health, and bloom with golden flowers for the faded cheek, conceived the idea of a second road to the now great and prosperous health lift. Where the doctor saw only sky, sea and sand, Mr. Richards, in '76, beheld hundreds of happy seaside homes, great hotels, broad streets, beautiful gardens and the stamp of prosperity and civilization on every side. He saw the people flocking to the healing sea like those of old seeking the waters of Siloam, and became impressed with the conviction that a line which could afford cheap rates to the ocean would not only prove a profitable investment to the stockholders, but also a great blessing to the medium and poorer classes. In less than a twelve-month the opening of a second road to Atlantic was celebrated, and a few weeks later hundreds of people were being whirled to the ocean for the astonishing sum of fifty cents each,—less than hack fare from Market street, Philadelphia, to the Park.

The fame of the city as a health resort now became more widespread, and it prospered so marvellously that, in 1880, General Wm.

J. Sewell became impressed with the belief that the patronage of the place would warrant the operation of a third road. He promptly organized a company, and in a few months thereafter a third route to Atlantic City was opened for the accommodation of the public. The Pennsylvania Railroad Company assumed the management of the new road, and immediately the name of Atlantic City became familiar in every ticket office in the land, in the control of that great and powerful corporation. The reputation of the place became national, and people from all parts of the country began to appreciate its curative and health-imparting qualities.



UNITED STATES (LARGEST) HOTEL—BENJ. H. BROWN, OWNER.

The first public announcement of the new project was made in September, 1879. A sudden fall in Camden and Atlantic Railroad stock about the first of September, led to considerable speculation as to the cause, the rumor getting abroad that a company of New York capitalists had bought the Philadelphia and Atlantic City road, and were going to convert it into a broad gauge line.

The stock reports in the Philadelphia Monday morning papers, of Sept. 22d, were eagerly scanned for some explanation of the unexpected turn in the "old reliable's" stock, but when nothing was discovered but a considerable increase in the marketable value of the stock which had so suddenly fallen on Saturday, it became the impression generally that the whole affair had been a scare, or a put-up job to push down the stock for the sake of speculation. This feeling was indulged until

Tuesday morning, when an article in the *Inquirer* established the fact of the organization of a new company for the purpose of building a third road.

The *Inquirer*, in its issue of September 23d, 1879, said :

"A meeting was held on Monday, in Camden, N. J., of gentlemen who have, for some time past, been interested in projecting a new railroad between Philadelphia and Atlantic City, and their object took definite form in the organization of the "West Jersey and Atlantic Railroad Company," and the adoption of measures looking to the immediate prosecution of the work of building and equipping a new road between the points named.

Mr. George Wood, of the firm of R. D. Wood & Sons, was elected president, and Hon. Edward Bettie, of New Jersey, was elected secretary and treasurer. The firm of Wood & Sons own large cotton mills at Millville, May's Landing and other places, and have an office and wareroom at No. 404 Chestnut street, in Philadelphia. The stock was all subscribed and the books closed prior to the adjournment of the meeting.

The following is a full list of the directors elected on Monday, to manage the affairs of the new road : George Wood, manufacturer ; Israel S. Adams, collector of port, Egg Harbor ; Geo. C. Potts, broker, Philadelphia ; Samuel Lewis, printer, Philadelphia ; Colonel A. L. Snowden, superintendent of mint; Chas. P. Stratton, lawyer, Camden; William S. Scull, grocer, Camden ; Mahlon Hudson, lawyer, Bordentown ; Aaron Fries, Philadelphia ; John M. Moore, manufacturer, Clayton ; General Mott, New Jersey ; Edward A. Warne, Philadelphia ; Benjamin F. Lee, New Jersey."

The road was formally opened for the public on Wednesday, June 16, 1880, by the officials, who made an inaugural excursion over the route, accompanied by invited guests and members of the Philadelphia and New Jersey Press. A special train of four elegant new cars, under the care of Conductor J. C. Sweeten, conveyed the party safely and quickly to the "City-by-the-Sea." Although the time of departure was several hours later than announced, occasioned by the up Cape May express running off the track and blockading it, about a dozen miles below Camden, it so happened that Mr. Frank Thompson, general manager of the Pennsylvania Railroad, was on the spot shortly after the accident occurred, and by his energetic efforts the track was speedily cleared.

After leaving Camden, the only stop made was at Wenonah, where the conductor and Mr. Thompson were taken aboard, and thence to New Field, where the new road really began. The route at this point contrasted strongly with that left behind. From West Jersey to New Field the country was highly cultivated and well populated. From New Field to Atlantic City it lays through a comparatively new coun-

try, there being at present only two stations of any consequence along the whole line. These are May's Landing and Pleasantville. Atlantic City was reached by 2.27 P.M., after a swift and pleasant ride of 90 minutes. On account of the late start from Camden, no time was given passengers to see the place. An excellent dinner had been prepared by the managers at the new Excursion House of the company, and was partaken of by the guests immediateiy upon the arrival of the train. Satisfaction being rendered this part of the programme, speeches and toasts were in order, when ex-Judge Buchanan, of Trenton, proposed the first toast, pledging the success of the new road.



LATE HON. JNO. L. BRYANT.

This was responded to by Mr. George Wood, the President. Hon. Edward Bettle, the Secretary and Treasurer followed, stating that it was proper for those who were to be directly benefitted by its success should be together on this inaugural day. The stockholders had therefore made this excursion. They had also invited the Mayor and Council of Atlantic City, who had done much in the way of necessary local legislation for the company. Gentlemen interested in the two other roads to Atlantic City had also been invited to be with

them, and there was no rivalry with them on the part of the new road. The members of the Press, to whom everything in the line of progress owed so much, had also been invited to be present. In concluding his remarks, Mr. Bettle expressed himself highly pleased with the road, and believed it to be up to the standard of the Pennsylvania Railroad. Major Byrnes, of Atlantic, in a brief speech then cordially welcomed the excursionists, and alluded to the rapid progress of Atlantic City, so much of which was due to railroads. Concluding, he said the company had done their work well, and thanked them in the name of the public, who would, no doubt, be benefitted by it. State Senator Gardner followed Mr. Byrnes, saying that Atlantic City was

but an experiment at first, but when a third railroad had had its opening it was time it was declared a success. He referred to the bright future in store for the City-by-the-Sea, and also to its "pet hobby" that the commerce of Philadelphia will soon pass through Atlantic City by rail, instead of taking the longer course to the sea, by the Delaware. He repeated the welcome to the road, and complimented the Press, which had made Atlantic City so extensively known.

Col. A. Loucen Snowden after taking the chair, which served as a platform for the speakers, regretted the absence of Gen. Sewell, who he stated, was the originator of the enterprise and conceived the idea of a third road to Atlantic City. He denied that the place was but an experiment at first; for as early as 1837 an English physician pronounced it the most salubrious spot for invalids, and from that time its success was insured. He said that citizens could not complain that capitalists had not invested their money in the place, and all that was needed to sustain its reputation for healthfulness was proper attention to the supply of water and to the sewerage. Mr. Snowden, in closing, said that the managers of the new road bore the greatest good will towards the old roads, and that they would sustain no unjust rivalry from them. Mayor Wright responded to Mr. Snowden. He indorsed the welcomes and compliments extended to the railroad company and to the press, both of which are and have been such great mediums to the success of the city. He stated that the people of the place would not willingly place a straw in the path of success of the other roads, but did not think the new one would harm them in any way and welcomed it. In regard to the drainage of the city and the water supply, he said there was in contemplation a system which would give entire satisfaction. He also alluded to the low rate of taxation, which, notwithstanding the contemplated improvements, will be lower this year than ever before. Col. Fitzgerald then mounted the chair and gave his experience in railroad matters. He said he had opened the "Old Reliable," the Narrow Gauge, and was opening the new road. As an experienced railroad man, in his judgment, the present one was the best. Mr. Donnelly, of the *Evening News*, followed, saying what a good thing it was for Atlantic City that it had two broad gauge roads, on such broad gauge principles. Mr. Massey, of the Narrow Gauge road, was then called upon and heartily endorsed all that had been said in reference to the good feeling between the competing roads, saying it only remained for the city to make the place a success for all—"But the narrow gauge is the safest." He stated that there was room for all three roads, and concluded by proposing three cheers for the success of Atlantic City. These were given with a will, followed by three more for Mr. Massey, proposed by Mr. Wood. Mr. Edwin Reed, a director of the "Old Reliable," spoke in behalf of that road, and in the same strain as Mr. Massey, and expressing the best of good feel-

ing towards the new enterprise. Upon the conclusion of his remarks Mr. Wood announced that the train was ready to depart, and at 4.15 the party started on the return trip, which was made inside of ninety minutes.

THE PARK BATH HOUSE AND PARLOR.

To Mr. George F. Lee belongs the credit of inaugurating the new departure from the old style box bath house. Only a few years since there was not a sightly bath house on the entire beach, the belief prevailing that it would be foolish to risk the capital necessary to put up more convenient and creditable structures. Mr. Lee, however, broke the custom by an expenditure of many thousands of dollars in building a splendid breakwater and the handsome Park Baths. Profiting from Mr. Lee's experiment, others began to improve their structures, until to-day there are many substantial and creditable buildings along the margin of the sea. The Park Bath House spoken of is the most unique and perfect establishment of the kind on the coast, and one of the leading attractions of Atlantic City. It is situated on the beach between Indiana and Illinois avenues. It is especially designed to enable those who wish to enjoy the invigorating and healthful influences of sunshine and sea air with its full benefit without incurring the risk of exposure to the weather. It is also a luxurious resort for those who indulge in surf bathing, as they will here find every convenience to enable them to enjoy it in the most perfect form.

The building immediately adjoins the permanent plank walk, and covers an area of sixty-two by one hundred and sixty feet. It is two stories in height, the second floor being occupied by the parlor and gentlemen's rooms. The whole is surrounded by a broad, roofed piazza, enclosed as a sun parlor, commanding a magnificent view of the ocean. The parlor is twenty-seven by forty-four feet, with a lofty, arched ceiling, is handsomely furnished, and supplied with various means of innocent amusement, such as chess, chequers, etc. Adjoining rooms for gentlemen are supplied with newspaper files, etc. The whole building is gas-lighted, and in cool weather properly heated. The regulations are such that ladies and children may enjoy the privileges of the establishment, free from all possibility of annoyance.

The ground floor contains the office, ladies' waiting and robe-room, news and cigar stand, shell store, etc., and bath house apartments, comprising one hundred and sixteen separate dressing rooms, laundry, fresh water shower baths, after sea baths, etc., opening upon wide intersecting halls. These rooms, together with bathing robes are rented for transient use, or by the week or season at very moderate prices. Competent attendants are always in waiting, and a place of

safe deposit for valuables, cloak room, etc., is provided. Especial attention is given to keeping the robes, towels, etc., in a state of the most perfect cleanliness, and the arrangements generally are of the most complete description to secure the comfort of the guests. Telephone connection with the principal hotels and cottages, and convenience for writing and mailing letters are provided for the use of guests. This is emphatically one of the institutions of Atlantic City, and no visitors, however transient their stay, should fail to become acquainted with its manifold attractions.



CONGRESS HALL.

The buildings are admirably located, being surrounded by several acres of grass lawns, something unusual at the seashore.

Fronting on the beach is a large pavilion and plot of the beach raised above the ordinary high water, where the guest can take solid comfort sitting on the sand with back rest and rug, or on a rocker, with large tent-like umbrellas, or under roof of the pavilion, the surf breaking at their very feet, still in perfect safety, the whole effect being as if on the bow of a ship on mid ocean. The scene on a fair day presents a fine picture—the various social groups and families—covering the beach with the colored umbrellas. Pay it a visit; you will not be disappointed.

BUILDING ASSOCIATIONS.

The Atlantic City Loan and Building Association was organized in Bye's Hall, January 19th, 1869, by the election of Edward Wilson, President ; Henry Wootton, Treasurer ; Dr. T. K. Reed, Secretary ; and Edward Wilson, Jos. A. Barstow, Wm. G. Bartlett, Geo. F. Currie, Thomas Daly, Directors. Seventy-four persons signed the Constitution, taking, in the aggregate, two hundred and thirty one shares of stock.

The People's Building and Loan Association was organized in the City Hall, on the evening of March 1st, 1884, by the election of the following officers : President, Charles E. Adams : Vice-President, Allen B. Endicott ; Secretary, Albert W. Irving ; Treasurer, Levi C. Albertson ; Solicitor, Joseph Thompson. Directors : William G. Bartlett, Wesley Robinson, A. L. English, Franklin P. Cook, Thomas C. Garrett, Charles W. Maxwell, Charles J. Dougherty, John B. Champion, Louis Keuhnle, Jr. Auditors : Charles E. Schroeder, Francis P. Quigley, Henry R. Albertson.

HON. JOHN L. BRYANT.

Mr. Bryant died in this city, after a brief illness, on the 8th of October, 1883, aged 39 years. He left a wife, a son nine years of age, a mother aged 77, and four sisters. Probably there never was in the history of the place a more touching, a more impressive testimonial of public grief and affection paid any citizen than that given John L. Bryant—big-hearted, impulsive, progressive John. He was a splendid type of the self-made man. He never had the adventitious aids of schools, and was obliged to acquire his knowledge by diligent study after working hours. He came to this island when an infant, thirty-nine years ago, long before the advent of schools. From an humble bay-boy he became a leader among his fellow-citizens. From a bay-boy to a carpenter's apprentice he became one of the most extensive builders of this place. He grew with Atlantic City, keeping pace with every advancement—always conspicuous in the front rank. His love of mankind was one of the qualities of his heart. He was identified with every advancement of the city, and was an earnest and eloquent defender of its name and fame. He became proprietor of the Ashland House in 1872, and proprietor of the Waverly in 1877. Was elected a member of Council in the years 1868, 1875, and 1880. Was appointed member of the Board of Health in 1880, which position he held at the time of his death. Elected Vice-President of the Atlantic Hose Company in 1883. In the Fall of 1882, he was elected a member of the

House of Assembly by an overwhelming majority. He was one of the most useful of members in committee; while on the floor he was active, aggressive, and at times eloquent.

He was elected Mayor in 1879, and made an excellent executive officer. Atlantic City lost a great spirit and foremost citizen when Jno. L. Bryant, in the prime of his manhood, went

"From our midst like a beautiful dream,
Swift as a shadow that floats o'er the stream,
Shedding its halo softened with light;
Free from earth's sorrow and free from its blight."

THE OCEAN PIERS.

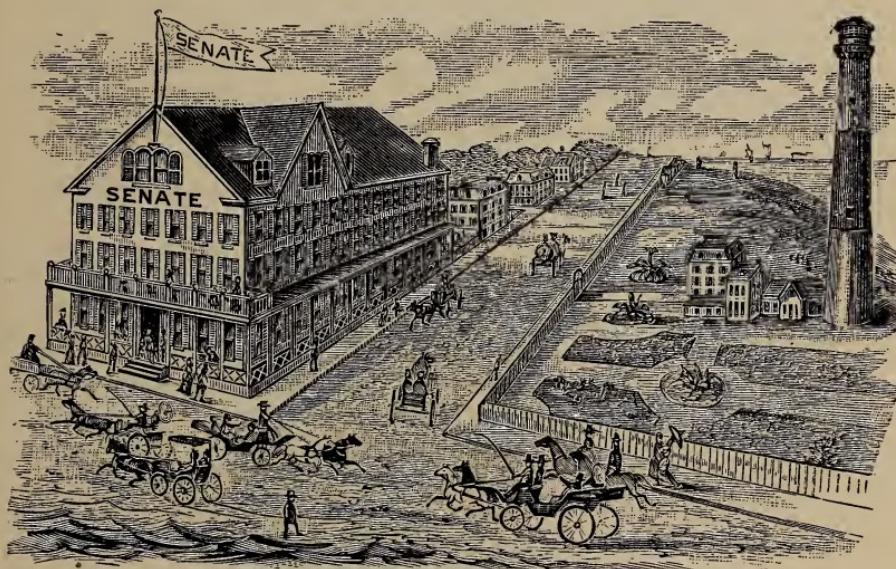
In 1881, Col. Howard extended into the sea the first pier ever built on the Atlantic City beach. The opening was celebrated on July 12, 1882. This pier, which was 650 feet long, was destroyed by a storm-tide in September, 1882. The following winter and spring the Colonel built another pier 856 feet long, with three large and handsome pavilions. The two outer pavilions were wrecked and washed away on the ninth of January, 1884, the vessel Robt. Morgan colliding with it before she stranded on that night. A large pavilion was built on the remaining portion of the pier, and was open during the summer of '84.

Mr. Applegate, the photographer, built the second ocean pier during the winters of '83-'84, placing it at the accommodation of the public, on June 1st, 1884. It is 625 feet long, and is a substantial "double decker," is finished artistically, and can seat comfortably about 10,000 people.

THE SEWERAGE ORDINANCE.

Council, on the third of September, 1883, passed an ordinance granting the "Improved Sewerage and Sewage Utilization Company," a corporation duly organized pursuant to the laws of the State of New York, the right to lay pipes beneath the surface of the streets, avenues and alleys of Atlantic City, for the purpose of providing a system of drainage. The system specified in the ordinance is known as the "West Patent." One of the provisions is that "at all times the pipes shall be of a size and strength sufficient to furnish a thorough, efficient and continuous conduit for the drainage of all house slops, water-closet products, bath-tub water and all water that may be necessary to

drain and keep dry all cellars now made or hereafter to be made in said city; that said company shall at all times cause said slops, products and waters to be thoroughly, efficiently and continuously removed through said pipes from the limits of said city so rapidly as the best mechanical devices will admit; that all such pipes shall be of a strength not less than those best made and called "best salt-glazed vitrified clay pipes," and that all such pipe shall be tested and shall stand a test of at least ten pounds pressure to the square inch, and that none other shall be used; the size of the main pipes shall be not less than nine inches inside diameter, and that all pipes from the said mains to curb lines shall



SENATE HOUSE—H. B. COOK & SON, PROPRIETORS.

be not less than six inches inside diameter, that none of the pipes so laid shall be less than five feet below the average natural surface of the ground immediately over and around said pipes."

The gentlemen comprising this company are:—President, W. Scott West; Vice President, H. M. F. Randolph; Secretary and Treasurer, H. P. Remboth; Directors, the officers named and J. S. Hackett, Jno. J. Murphy, A. M. Jordan, E. R. Dodge.

FORMATION OF A YACHTMAN'S ASSOCIATION.

The summer of '83 was marked by so many disturbances at the inlet, "caused by "barkers," that on several occasions an extra force of police was assigned to that quarter by the police department. For

the sake of preserving order and retaining the confidence of the people, the better and more reliable class of yachtmen organized an association, which had the effect of quelling all disturbances and restoring peace and quiet. The following extract from the minute book of the Association will explain the object of the Association :

Pursuant to the order of Andrew Snee, Chairman of last meeting, the yachtmen of the Little Wharf Association met at Smith's Inlet House. The meeting was called to order by Thomas Horner. Andrew Snee was elected President, and I. S. Conover, Secretary.

The following resolutions were adopted :

Resolved, That all new boats not before having stock in the wharf known as the Little Wharf, be prohibited from the use of the same except they be accepted by a two-third vote of the Association.

Resolved, That each and every member of this Association shall be duly bound to use with the utmost respect all parties with whom he may have dealings of any kind. And upon complaint being brought before this Association of any member acting in an ungentleman-like manner to a stranger, and the charge be sustained, the member so offending shall be expelled.

CITIZENS' ASSOCIATION.

In November, 1883, a number of citizens met at the Merchants House, on New York avenue, and organized under the name of the Atlantic City Citizens' Association. R. B. Leeds was elected President; Henry L. Elder, Vice-President ; Thomas McGuire, Secretary ; and Wm. Postoll, Treasurer. One of the objects of the Association was to investigate certain alleged misuse of the city's money by numerous city officials, covering a period of several years. Soon after organizing, the Association applied to Judge Alfred Reed for an expert accountant to investigate the city's accounts. A certain State act provides that when twenty-five or more freeholders of any city shall make affidavit that in their belief moneys of said city have been or are being unlawfully expended, the Judge may at his discretion appoint an expert to examine. There were thirty-three signatures to the affidavit mentioned, bearing date December 13th, 1883, whereupon the Judge granted a rule in Supreme Court, returnable in Camden, January 12th, 1884. A copy of this rule and order was served on City Treasurer Leeds and City Council. On the 12th of January, on motion of James B. Nixon, Esq., counsel for the Association, Charles G. Garrison, Esq., was appointed to examine into the alleged unlawful and corrupt expenditures of money. Mr. Garrison began to take testimony at stated periods, until June 13th, when the last charges were preferred. In April, ex-Sheriff Garrison, of Gloucester county, was

appointed expert bookkeeper, to make a tabulated statement of the city's accounts. A report of the investigations by the experts had not been made public up to the time of the publication of this book. Before the appointment of Mr. Garrison by Judge Reed, Council had appointed Chas. C. Adams, S. R. Morse, and Smith Conover, a committee to investigate the city's financial accounts. Following is a *verbatim* copy of the affidavit by the Citizens' Association :

Thirty-three persons of full age being duly sworn on their respective oaths do say: That they are residents of Atlantic City, N. J. That they are freeholders, have paid taxes on real estate in said city within one year last past, and that they have cause to believe and do believe, that the moneys of said Atlantic City are being and have been unlawfully and corruptly expended, and that they most respectfully present to the Hon. Alfred Reed, a Justice of the Supreme Court of said State, this affidavit to the end that he may make a summary investigation into the affairs of said county and municipal expenditures, under an Act approved February 18, 1879, and a supplement thereto approved March 15, 1881.

The affidavit was signed by the following named persons : E. U. Hall, H. L. Elder, Lewis Repp, Enoch B. Scull, Geo. Hayday, Sr., Geo. W. Hinkle, Thos. McGuire, Wm. Postol, John Harrold, Josiah B. Johnson, Chas. J. Dougherty, Wm. Bartlett, N. L. Fowler, Wm. Chadwick, N. L. Folwer, Chas. Burkhardt, Thos. Brady, Jas. Somers, Jas. Gormly, F. Dorman, Geo. Myers, E. M. Johnson, Geo. Fisher, J. G. Schafer, R. E. Winslow, John McCullough, Joel R. Leeds, John Godbou, Thos. Hudson, A. M. Wright, Adolph Buckow, P. J. Hughes, Thos. Daily, Thos. McGuire, No. 2.

THE MERCER HOME.

This admirable institution was formally opened to patients on the 16th of August, 1884. It is situated at the corner of Pacific and Ohio avenues, with a frontage of 122 feet, and a depth of 62 feet. It has a basement floor a foot above the ground, and three stories and an attic. In the basement are the servants' rooms, pantry, kitchen, laundry, store rooms, coal-bins and trunk rooms. On the first floor are the parlors, a library and waiting rooms, the main office, physicians' room, laboratory, bath rooms, dining room, clothes room, and sixteen sleeping rooms. On the second floor there is a dining room, pantry, bath-rooms, two linen rooms, three sitting rooms, the matron's rooms, and eighteen sleeping rooms. On the third floor are bath rooms, two linen rooms, three sitting rooms, and twenty-four

sleeping rooms. The most of the fifty-eight sleeping rooms throughout the building are intended to be single rooms, but many of them could be used by two patients if necessary.

It has been constructed through the bounty of Mrs. J. C. Mercer, of Philadelphia, who, during a short visit to Atlantic City, in the summer of 1883, became deeply interested in the Home for Invalid Women, which was then in very cramped quarters in a small cottage on Ohio avenue. She made a generous donation of \$32,000, which was appropriated to the building of the new and commodious house. Dr. Wm. H. Bennett is the physician in charge, and Dr. Boardman Reed is the visiting physician during the Spring and Fall months. Four dollars a week is the moderate price for a room, board and all the conveniences of the house, but it is necessary for applicants for admission to present certificates of good character, as well as certificates of illness. The opening ceremonies were opened by prayer by Rev. Dr. Aikman, followed by a hymn. Dr. Bennett, the physician in charge, then gave a brief history of the institution. The Rev. Dr. Julius C. Grammer, of St. Peter's Church, Baltimore, made an address, paying a high tribute to the liberality of Mrs. Mercer. The Rev. Dr. Dale, missionary to Syria, also made a brief address. The ceremonies closed with a benediction by the Rev. Mr. Saul. There were about 500 persons present. The Home is named in honor of Mrs. Mercer's husband, who is deceased.

JUSTICES OF THE PEACE.

Edward Reiley was Atlantic City's first justice of the peace. He was elected in November, 1877, but resigned after having served two years.

William Hawk was elected in 1879.

Wm. R. Zern was elected in 1881.

Albert W. Irving was elected in 1882.

John Gouldey was elected in 1882.

The law fixes the term of each justice at five years.

The first case ever tried before a justice in Atlantic City, was that brought by State Fish Commissioner Rider against several fishermen charged with violating the fish law.

WARDS AND PRECINCTS.

In 1865, the city was divided into two wards, but remained so only that year. Pennsylvania avenue was the dividing line. In 1880, under a general State law the city was divided into two voting pre-

cincts. In 1881, it was apportioned into two wards with two voting precincts in each ward. Tennessee avenue is the dividing line between the two wards.

HIGBEE ROAD AND INLET DRIVE.

Higbee road, running from Missouri avenue across the meadows in a northward direction to a landing on Beach Thoroughfare was built in 1873. It is named in honor of Mr. Jonas Higbee, a highly respected citizen who has resided here for more than a quarter of a century.

The new Inlet road, running from New Hampshire avenue to the Inlet, was built in 1881, and cost the city \$700.

TOTAL NUMBER OF VOTES POLLED.

Following is the total number of votes polled at each election since the incorporation of the city, save the first election on May 1st, of which there is nothing on record to show the number of votes cast. Old residents, however, put the number at 18. The same may be said of the election held November 1st of that year :

November, 1855,	.	.	.	.	.	.	49 votes.
" 1856,	.	.	.	.	.	.	73 "
" 1857,	.	.	.	.	.	.	77 "
" 1858,	.	.	.	.	.	.	93 "
" 1859,	.	.	.	.	.	.	112 "
" 1860,	.	.	.	.	.	.	119 "
" 1861,	,	.	.	.	.	.	136 "
" 1862,	.	.	.	.	.	.	122 "
" 1863,	.	.	.	.	.	.	121 "

In 1864, an election was held on the 9th of March, only for the purpose of electing Judge of Election and Trustees of Public School.

March, 1865, (two wards)	.	.	.	.	.	86 votes.
Nov., 1866,	.	.	.	.	.	136 "
" 1867,	.	.	.	.	.	187 "
" 1868,	.	.	.	.	.	170 "
" 1869,	.	.	.	.	.	170 "
" 1870,	.	.	.	.	.	201 "
" 1871,	.	.	.	.	.	232 "
" 1872,	.	.	.	.	.	279 "
" 1873,	.	.	.	.	.	310 "
" 1874,	.	.	.	.	.	365 "
" 1875,	.	.	.	.	.	458 "

Nov.	1876,	.	.	.	.	.	.	549	votes.
"	1877,	.	.	.	.	.	.	618	"
"	1878,	.	.	.	.	.	.	720	"
"	1879,	.	.	.	.	.	.	845	"
"	1880,	.	.	.	.	.	.
"	1881,	.	.	.	.	.	.	1224	"
"	1882,	.	.	.	.	.	.	1325	"
"	1883,	.	.	.	.	.	.	1485	"

In January, 1865, Councilman Note resigned, and Lemuel Eldridge was elected to fill the vacancy.

On the 31st March, 1879, Alderman Eldridge resigned, and Dr. F. B. Lippincott was elected to fill vacancy.

In 1882, Councilman Blake resigned, and John Jeffries was elected.

In 1870, Robt. B. Leeds and James S. Shinn each receiving 97 votes for Alderman, Council ignored both and elected J. Henry Hayes. In this same year C. W. Tompkins and Thos. Biddle receiving 101 votes each, Jacob Keim was elected by Council.

RELIGIOUS EXERCISES ON THE BEACH.

To Mrs. Williams, proprietress of the "Victoria," is due very great praise for providing a place for Sunday worship on the beach. This lady became impressed with the belief that religious services on the beach would be the cause of great good, and would bring under the ministry of the gospel every Sabbath, hundreds of people who otherwise would attend no place of worship. She could not afford to put up a building to be devoted exclusively for this laudable purpose, but in the Spring of 1884 she put up a large, airy structure immediately on the beach walk, which she appropriated to the use of a skating rink during the week, and to church services on the Sabbath. She invited the clergymen of [the various denominations to preach] to the people, and soon the rink became the most popular place of worship on a Sabbath evening. Many people who seldom entered a church were attracted to these services by the sacred music which greeted them as they passed by. Great good has been accomplished, and it is hoped other property holders on the beach front will emulate the praiseworthy example of Mrs. Williams.

CITY OFFICIALS FROM 1854 TO AND INCLUDING 1883.

- 1854 (May)—Mayor, Chalkley S. Leeds ; City Clerk, Jos. B. Walker ; Recorder, Wm. Neligh ; Alderman, Daniel Rhodes ; Council, Steelman Leeds, William Neligh, James Leeds, Richard Hackett, John Leeds, Ryan Adams ; Treasurer, Robert B. Leeds.
- 1854 (Nov.)—Mayor, Chalkey S. Leeds ; City Clerk, Thos. C. Garrett ; Recorder, Maurice Sanders ; Alderman, Daniel I. Rhodes ; Council, Richard Hackett, Steelman Leeds, Richard C. Souder, John Leeds, Ryan Adams, Robert B. Leeds ; Treasurer, Robert B. Leeds.
- 1855—Mayor, Chalkley S. Leeds ; City Clerk, John T. Andrews ; Recorder, Robert B. Leeds ; Alderman, Robert T. Evard ; Council, Richard Hackett, Mannasah McClees, Smith Grey, Thomas C. Garrett, Samuel Adams, Ryan Adams ; Treasurer, Robert B. Leeds.
- 1856—Mayor, J. G. W. Avery ; City Clerk, Thomas C. Garrett ; Recorder, Wm. W. Carter ; Alderman, B. C. Danning ; Council, C. S. Leeds, M. McClees, S. Adams, A. Turner, T. H. Bedloe, Ryan Adams ; Treasurer, Smith Grey.
- 1857—Mayor, J. G. W. Avery ; City Clerk, Thomas C. Garrett ; Recorder, William M. Carter ; Alderman, Joshua Note ; Council, C. S. Leeds, J. A. Barstow, S. Adams, Ryan Adams, Augustus Turner ; Treasurer, Wm. M. Carter.
- 1858—Mayor, Dr. Lewis Reed ; City Clerk, Thomas C. Garrett ; Recorder, R. C. Souder ; Alderman, Jacob Middleton ; Council, Wm. Conover, C. S. Leeds, Lemuel Eldridge, R. T. Evard, Robert B. Leeds ; Treasurer, Lemuel Eldridge.
- 1859—Mayor, Dr. Lewis Reed ; City Clerk, Thomas C. Garrett ; Recorder, Smith Grey ; Alderman, Jacob Middleton ; Council, Wm. Conover, C. S. Leeds, Lemuel Eldridge, John Smick, R. T. Evard ; Treasurer, Lemuel Eldridge.
- 1860—Mayor, Dr. Lewis Reed ; City Clerk, G. S. Varney ; Recorder, Michael Lawlor ; Alderman, Wm. Souder ; Council, Thos. H. Bedloe, Wm. Adams, Ryan Adams, C. S. Leeds, Amasa Bowen ; Treasurer, C. S. Leeds.
- 1861—Mayor, Dr. Lewis Reed ; City Clerk, E. S. Reed ; Recorder, Absalom Westcott ; Alderman, Wm. Zern ; Council, C. S. Leeds ; Amos Bullock, R. T. Evard, Joshua Note, Jos. A. Barstow ; Treasurer, John McClees.
- 1862—Mayor, Chalkley S. Leeds ; City Clerk, E. S. Reed ; Recorder, William S. Carter ; Alderman, William Zern ; Council, Irving Lee, Thomas Morris, Lemuel Eldridge, R. T. Evard, Jos. A. Barstow ; Treasurer, John McClees.

- 1863—Mayor, Jacob Middleton ; City Clerk, E. S. Reed ; Recorder, William S. Carter ; Alderman, Michael Horner ; Council, Jethro V. Albertson, Jeremiah Adams, Lemuel Eldridge, Joseph A. Barstow, Joshua Note, John Hamman ; Treasurer, Jacob Keim.
- 1865—Mayor, Robert T. Evard : City Clerk, E. S. Reed ; Recorder, Wm. S. Carter ; Alderman, R. B. Leeds ; Council, Joseph A. Barstow, Henry Wootton, Jeremiah Adams, Richard Hackett, Amos Bullock, Irving Lee ; Treasurer, Joseph A. Barstow.
- 1866—Mayor, David W. Belisle ; City Clerk, E. S. Reed ; Recorder, Wm. S. Carter ; Alderman, R. B. Leeds ; Council, Jacob Keim, Dr. Lewis Reed, Henry Wootton, R. T. Evard, Eli S. Amole, Silas R. Morse ; Treasurer, Richard Hackett.
- 1867—Mayor, David W. Belisle ; City Clerk, E. S. Reed ; Recorder, William S. Carter ; Alderman, Jacob Middleton ; Council, Si-las R. Morse, Chalkley S. Leeds, Joseph H. Borton, Jas. A. Barstow, Jos. Shinn, R. T. Evard ; Treasurer, Jonas Higbee.
- 1868—Mayor, John J. Gardner ; City Clerk, Lewis Evans ; Recorder, William S. Carter ; Alderman, Edmund S. Westcott ; Council, Joseph H. Borton, Joseph T. Note, Lemuel Eldridge, Amos Bullock, John L. Bryant, Robert T. Evard ; Treasurer, Jonas Higbee.
- 1869—Mayor, John J. Gardner ; City Clerk, Lewis Evans ; Recorder, Robert B. Leeds ; Alderman, Amos Bullock ; Council, Lemuel Eldridge, Irving Lee, Joseph H. Borton, Joshua Note, Joseph A. Barstow, John Gouldey ; Treasurer, Jonas Higbee.
- 1870—Mayor, John J. Gardner ; City Clerk, Lewis Evans ; Recorder, Chalkley S. Leeds ; Alderman, J. Henry Hayes, elected by City Council, Nov. 29th, 1870, as R. B. Leeds and Jas. Shinn each received 97 votes ; Council, Levi C. Albertson, Jos. A. Barstow, Geo. F. Currie, Irving Lee, Paul Wootton, Jacob Keim was elected by City Council, Nov. 29th, 1870 ; Chalkley W. Tompkins and Thos. Bedloe each received 101 votes ; Treasurer, Chalkley S. Leeds.
- 1871—Mayor, John J. Gardner ; City Clerk, Andrew W. Tompkins ; Recorder, Chalkley S. Leeds ; Alderman, James S. Shinn ; Council, John Gouldey, Edward Wilson, Jonathan R. Doughty, Thomas E. French, Alois Schaufler, Eliakim Conover ; Treasurer, Chalkley S. Leeds.
- 1872—Mayor, John J. Gardner ; City Clerk, Jos. T. Note ; Recorder, Jacob Middleton ; Alderman, Hugh H. Y. Wicks ; Council, James Ryder, Franklin B. Lippincott, John Harrold, Thomas E. French, Geo. C. Bryant, Thomas C. Garrett ; Treasurer, Chalkley S. Leeds.

- 1873—Mayor, Dr. Chas. Souder; City Clerk, Lewis Evans; Recorder, Jacob Middleton; Alderman, Hugh H. Y. Wicks; Council, Geo. F. Currie, George Anderson, Joseph A. Barstow, Richard Hackett, Richard Turner, J. Henry Hayes; Treasurer, Chalkley S. Leeds.
- 1874—Mayor, John J. Gardner; City Clerk, Joseph T. Note; Recorder, Jacob Middleton; Alderman, Edward B. Reilly; Council, James S. Shinn, Jonas Higbee, Eli M. Johnson, Edward Wilson, Thos. E. French, Lewis Repp; Treasurer, Chalkley S. Leeds.
- 1875—Mayor, John J. Gardner; City Clerk, A. M. Bailey; Recorder, Jacob Middleton; Alderman, Dr. Lewis Reed; Council, Joseph T. Note, Henry Wootten, Paul Wootten, Jonas Higbee, Hugh H. Y. Wicks, Jos. A. Barstow, John L. Bryant, Thos. E. French, R. T. Evard; Treasurer, Chalkley S. Leeds.
- 1876—Mayor, Dr. Willard Wright; City Clerk, James Godfrey; Recorder, Jacob Middleton; Alderman, Edmund I. Lake; Council, Geo. F. Currie, John Hamman, Elias Wright, W. A. Mitchell, John J. Gardner, Jonathan R. Doughty, Wm. Hawk, Joseph T. Note, Wm. Mann; Treasurer, Chalkley S. Leeds.
- 1877—Mayor, Willard Wright; City Clerk, Edward A. Quigley; Recorder, Jacob Middleton; Alderman, Joseph Shinn; Council, Chas. W. Maxwell, T. A. Byrnes, J. R. Doughty, John Harrold, J. H. Mason, Geo. W. Hinkle, Jos. A. Barstow, Eli M. Johnson, James S. Shinn; Treasurer, Chalkley S. Leeds.
- 1878—Mayor, John L. Bryant; City Clerk, Enoch S. Conover; Recorder, Jacob Middleton; Alderman, Edward Eldridge; Council, Jos. P. Cainby, J. R. Doughty, R. T. Evard, Wm. Fulton, Geo. W. Holmes, Joel R. Leeds, Chas. W. Maxwell, Lewis Reed, Jr., Hugh H. Y. Wicks; Treasurer, Chalkley S. Leeds.
- 1879—Mayor, Willard Wright; City Clerk, Jas. Harrold; Alderman, Francis P. Quigley; Recorder, Nathaniel Webb; Council, T. A. Byrnes; R. T. Evard, Wesley Robinson, Geo. Hayday, Sr., Eli M. Johnson, Thomas C. French, J. B. Champion, J. R. Doughty, Enoch B. Scull; Treasurer, Chalkley S. Leeds.
- 1880—Mayor, Harry L. Slape; City Clerk, Enoch S. Conover; Alderman, Jas. Stokes; Recorder, Jas. Hitchens; Council, John C. Albertson, Jos. A. Barstow, Jos. H. Borton, John L. Bryant, Geo. F. Currie, Wm. Eldridge, Chas. Evans, Chas. W. Maxwell, Simon L. Westcott; Treasurer, Chalkley S. Leeds.
- 1881—Mayor, Willard Wright; City Clerk, Henry R. Albertson; Recorder, James Hitchens; Alderman, Jas. Stokes; Council, John C. Albertson, Wm. H. Aikin, John B. Champion, Eli M. Johnson, Jos. R. Canby, Chas. W. Maxwell, Henry Wootton Franklin P. Cook, Wesley Robinson; Treasurer, Chalkley S. Leeds.

- 1882—Mayor, Charles W. Maxwell ; City Clerk, Henry R. Albertson ; Recorder, John Gouldey; Alderman, James S. Endicott ; Council, John Hamman, Franklin P. Cook, John L. Baier, Jr., Frank Barber, Henry Wootton, John E. Blake, Wesley Robinson, Wm. Aikin ; Treasurer, Chalkley S. Leeds.
- 1883—Mayor, Charles W. Maxwell ; City Clerk, Henry R. Albertson ; Recorder, James Hitchens ; Alderman, Jacob Leedom ; Council, William L. Adams, Joseph A. Barstow, Francis Barnett, Henry N. Bolte, Franklin P. Cook, George F. Currie, John B. Champion, Wesley Robinson, George B. Zane ; Treasurer, Chalkley S. Leeds.
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THE EARTHQUAKE.

A series of three mysterious shocks were felt in Atlantic City a few minutes after 2 o'clock, on Sunday, August 10, 1884, which had all the symptoms of an earthquake. Great alarm was occasioned to many visitors. Inquiries were general concerning the phenomenon, in the belief that it resulted from an explosion. The people of the larger boarding houses were dining, and were startled at the rattling of dishes and a shaking of the tables. At the lighthouse the shock startled Major Wolf, the keeper, jolting a desk at which he was writing. The house of Senator Gardner was perceptibly shaken, and Conductor Bartlett, of the Camden & Atlantic Railroad, was nearly jostled out of his chair. Many lamp-chimneys were broken. People ran out of doors in consternation. Buildings trembled, and the earth seemed to move. The commotion lasted for about eight seconds.

ATLANTIC CITY IN SUMMER.

"Good-bye to pain and care ! I take
Mine ease to-day ;
Here where these sunny waters break,
And ripples this keen breeze, I shake
All burdens from my heart—all weary thoughts away."

Herbert Spencer, in his after dinner speech at the New York banquet said : " We have had somewhat too much of the gospel of work. It is time to preach the gospel of relaxation."

Looking all around us upon this high pressure of American life, we cannot but be convinced of the truth of these words. The editor of the *Popular Science Monthly*, commenting upon some objections and

misapprehensions which were raised regarding this speech, says: "Mr. Spencer did not so much condemn strenuous work, in which, indeed, he believes, as the lack of compensating recreations to countervail its mischievous effects." And again, "he has proved the value of recreation as tributary, not only to length of life, but to the perfection of work."

We all know that to repair the exhaustion of nerve and brain to which people of active intellects are every day subjected, there is no cure but absolute rest. And rest does not merely mean a cessation of work, but a diversion of the mind into new and pleasant channels. This can be most successfully accomplished by a return to Nature, and a complete surrender of one's self to her kindly ministrations.

It is not time wasted to loll around at the sea-shore. It is really a repairing and oiling of the human machinery, necessary to the better future accomplishment of work. The superior man is the one who makes the best use of his natural forces; the inferior person uses up his vitality in the shortest space of time. If, therefore, the brain-workers can find for themselves rest and recreation during the months of June, July and August, thus renewing the chief forces of life, the whole community, directly or indirectly, gains thereby. To accomplish this result there are many ways, but none more efficient than a trip to Atlantic City. It is astonishing how completely carping cares are left behind as soon as we strike the atmosphere of this haven of rest. We seem to cut loose from all worries and anxieties, and to be drifting out from the sight and sound of all reminders of the office, study, workshop, or household.

"In what Arcadian, what Eutopian ground
Are warmer hearts or manlier feelings found,
More hospitable welcome or more zeal
To make the curious, tarrying stranger feel
That, next to home, here best may he abide,
To rest and cheer him, by the flowing tide?"

In addition to nature, art has done much for Atlantic City. Its hotels are large, numerous, and many of them fine examples of the light and airy architecture that prevails at watering places, while the spires and belfrys of thirteen handsome churches rise like sentinels from as many parts of the island. But the chief glory of Atlantic City, and, in the eyes of many, its greatest charm, is the number and beauty of its private cottages. These number many hundreds—very nearly a thousand—and, on the greater portion, good taste and ample means have been lavished with the best results. But the variety is almost infinite, and stretches from the mansion to the most modest little house, and includes elegance, picturesqueness, and comfort.

As has already been said, it is a beautiful city in fact as well as in name, and the nomenclature of the streets is especially happy. The great main avenues running parallel with the ocean, five hundred

and fifty feet apart, have a breezy suggestiveness of coolness and comfort in their titles—Pacific, Atlantic, and Arctic, while the wide thoroughfares that cross them at right angles, bearing the names of the States of the Union, are full of patriotic thought.

The permanent population of Atlantic City must now be over seven thousand, and the transient population during the season is often seven or eight times that number. The general aspect of the city is permanence, solidity and elegance. The hotels are large and numerous, and many of them are fine examples of villa and suburban architecture. During the last year or two, and since the general development of the taste for decoration, their proprietors and owners have indulged in a generous competition for bright colors and pleasing effects, and there is now scarcely a dingy looking house on the island. The churches are numerous, and several of them are handsome specimens of the builder's art.

The secret of the great popularity of Atlantic City, however, is the salubrity of its climate. It is not only a pleasure but a health resort as well. Invalids and convalescents suffering from diseases of which it is most difficult to obtain relief, come here in mid-summer and undergo a recuperation that is wonderful. There seems to be something in the very atmosphere—something that is hostile to physical debility, and a knowledge of the fact is rapidly becoming widespread through the multiplicity of proofs that are continually being given.

The pleasures of surf-bathing carry, of course, a great multitude to Atlantic City, and it is probable that more bathers are to be found every day on its long stretch of beach than at all the other New Jersey coast resorts together. At the fashionable hours of bathing, mile after mile of beach is crowded with thousands of merry bathers, whose shouts and laughter mingle with the roar of the surf, while the popular "ocean promenade," or as it is called the "board-walk," is lined by a throng of gay promenaders. The scene at this time is as animated as the streets of an old world city on a *fête* day. The walk, which is smooth, and entirely free from dust, extends along the entire city front, following the beach just above high water-mark. On a moonlight evening, when the beach is filled with equipages, and the promenade vocal from end to end with the murmur of happy laughter and pleasant communion, then, indeed, Atlantic City presents a picture of delightful existence, fairer than any vision of a midsummer night's dream.

"As a pale phantom with a lamp
Ascends some ruin's haunted stair,
So glides the moon along the damp
Mysterious chamber of the air.

"Until at last serene and proud
In all the splendor of her light,
She walks the terraces of cloud
Supreme as Empress of the Night."

The Inlet, which is one of the most popular points on the Island, and boasts of a handsome pavilion, is the favorite of lovers of those twin sports, yachting and fishing. A large fleet of handsome yachts is always riding at anchor in waiting for parties desirous of a sail over the bright waters, or of indulging in that exciting sport, deep sea fishing. The water is fairly alive with game fish—such as sea-bass, flounder, weak fish, king fish, porgies, croakers, snapping mackerel, blue fish, and kindred varieties. The most delicious oysters are to be had here, fresh from their native beds, and with an appetizing flavor unknown to one who has never eaten them before the moss on their shells is dry. The thoroughfare, which is as smooth a piece of water as a mountain-stocked lake, with many picturesque surroundings, is another favorite resort, especially of the ladies. It abounds in crabs, which are caught in great numbers.

In addition to the customary weekly hops or balls at the principal hotels, the city is visited during the season by some of the best talent in music, and concerts and other entertainments are frequently given. These, in connection with the varied and ever-recurring pleasures natural to this resort, present a constant round of enjoyment. A feature of Atlantic is the open air concert gardens. One at first thought would not perhaps class these institutions as special attractions, but the standard at which they are held elsewhere, must not be judged by what they may be regarded here. They are conducted with order and decorum. Many people who never venture into them at home visit them in the cool of the evening here, and enjoy the excellent music which is provided. Solid business men of irreproachable reputation, distinguished people from all parts of the country, and church-going people are frequently seen in these places. Mr. Alois Schaufler of Schaufler's Hotel, opened the first and largest place of this kind, followed by Mr. Wm. Albrecht, of Albrecht's first-class hotel. Each furnish proper and interesting entertainments, and are managed with a strict regard for decency and proper enjoyment. Levy, Arbuckle, Hassler and other eminent musicians have at periods been engaged at institutions of this kind.

At the lower end of the city the railroad companies have erected handsome and spacious hotels especially designed for excursionists. They are provided with well-appointed restaurants, pleasant parlors, broad piazzas and elegant ball-rooms. Such is the popularity of Atlantic City that the excursion houses are often engaged in advance of the season, by parties who know and prefer this resort to any other within reach.

The city also boasts of street railways, omnibus lines, circulating libraries, hot and cold sea-water baths, telephones, electric light, pure spring water, gas, fine ocean piers, life guards, government signal stations, churches of all denominations, base ball grounds, etc.

Atlantic City is overflowing with a health, enterprise, activity and vigor, which mark a new people. It is a life at once buoyant, attractive and popular, and draws thousands to enjoy its hospitalities.

ATLANTIC CITY AS A WINTER RESORT.

With each recurring year the popularity of winter resorts becomes more apparent, and their necessity for health and pleasure more firmly established. It is only within recent years that the idea of winter resorts for the ailing and invalid has been developed and made practicable, and their beneficial results have been so pronounced that custom, fashion, and necessity have united in demanding them for the country. The question of a winter resort cannot be discussed without considering the peculiar merits of Atlantic City. It is, in itself, a beautiful and attractive place, and leaves only pleasant impressions upon the mind of the stranger during his stay. The streets are clean and wholesome. The sanitary condition is excellent, the water supply is abundant and pure, and the arrangement for guarding against fire, ample and efficient. The hotels and boarding-houses, open during the winter, are ample in room, and afford every comfort and convenience to the guest. It is the even temperature, the mellow atmosphere, and the pure sea air, however, which constitute the real worth of Atlantic, and gives the place its world-wide reputation as a winter health resort.

Hot and cold sea-water baths can be indulged in at one's desire, the most perfect establishments on the Atlantic coast having been erected at this point. Sun-parlors and sun-baths are also in vogue, and are both beneficial and popular.

Atlantic City has been for years a winter health resort. Experimental at first, the success of those who ventured, has grown to be a success for the thousands, who, in later years, have trusted themselves or their friends to its kindly nourishment and care. The place received its greatest impetus in 1875, when Mr. George F. Lee built for Mr. F. W. Helmsley, the Brighton, prepared especially for winter patrons. It was the first house designed especially for this custom. Mr. Helmsley practically became the pioneer winter proprietor, in a large sense of the term, and to the excellent conduct of the Brighton is attributed the remarkable success which has attended his efforts. Taking example from Mr. Helmsley, and noting his success, others began to convert their summer houses into comfortable winter homes, until there is to-day probably fifty houses suitable for the accommodation of winter guests. There are no finer hotels and boarding-houses on the American coast than those open in Atlantic City in winter.

Physicians of the highest fame and reputation have for years advocated Atlantic City, and testified to their faith in its virtues, by sending hundreds of patients, experience teaching that sea air is beneficial in winter as in summer.

"The splashing waves like music fall
Responsive to their fancy wild,
A dream comes o'er them like a spell,
They think they are again a child.
Thus it is in every stage,
By toys our fancy is beguiled,
We gather shells from youth to age,
And there we leave them like a child."

With but few exceptions, all the diseases that flesh is heir to, yield to these saline effects and this peculiar climate. Medical evidence proves that asthma, bronchitis, phthisis, catarrh and certain lung diseases are largely and permanently benefited, while in convalescence from pneumonia and hybrid fever, patients are rapidly and decidedly restored to health. Good digestion, active nutrition, and sound sleep restore the nervous system.

Those who desire to make social pleasure a part of their regimen for health, find it here in its most pleasing and varied forms. The hotels are numerous and of accommodating grades and price. It is no uncommon thing in winter to witness the better class of houses turning guests away for want of room to accommodate them, so thoroughly has the tide of winter resort travel set in towards this popular city. As an evidence of the appreciation of Atlantic City by physicians, we subjoin the following testimonials, selected from about four hundred of a similar character. These testimonials were sent to Mr. D. M. Zimmerman, Secretary of the Camden and Atlantic Railroad Company. It is due to Mr. Zimmerman to say that he has always been untiring and enthusiastic in his advocacy of Atlantic City, and that its success as a winter resort is in a great measure due to his efforts. Very active also were Messrs. Jas. B. Dayton, John Lucas, Wm. C. Houston, and Hon. A. K. Hay. The testimonials referred to are :

From R. J. LEVIS, M. D.,
N. W. corner Walnut and 16th streets, Phila.,
Surgeon to the Pennsylvania Hospital and to the Jefferson
College Hospital.

"I prefer Atlantic City to all other seaside health resorts. For the merits, general salubrity and dryness of atmosphere, accessibility, and excellent accommodation for patients during the winter and spring months, it is elsewhere unequaled on our coast."

J. L. LUDLOW, M. D.,
1901 Chestnut street, Phila.

"I know Atlantic City from its very origin. My opinion of it as a seaside resort, both for pleasure and for health is very high. During the summer season the bathing is exhilarating and the air bracing, and during the winter and fall seasons, the effect of the *air alone*, on weak and nervous people is wonderful. I have recommended it and am doing so constantly to our brain-wearied men, and nervous, delicate females, who cannot sleep and have lost their appetites."

HORATIO C. WOOD, M. D.,
Professor of Materia Medica, University of Pennsylvania.

"Atlantic City is excellently situated for sanitary purposes, and well supplied with good hotels—fitting it for both a summer and winter health resort."

BENJ. B. WILSON, M. D.,
842 Franklin street, Phila.,
Professor of Surgery, Women's Medical College.

"Atlantic City presents many and peculiar advantages as a seaside resort. All things considered, it may be said that no point surpasses it as a desirable spot for rest and recreation."

HARRISON ALLEN, M. D.,
117 South 20th street, Phila.,
Professor of Physiology, University of Pennsylvania.

"I have frequently visited Atlantic City, and always with marked improvement in my general health. In my judgment it is a great boon to Philadelphia to have so fine a seaside sanitarium within such easy reach. It has doubtless been the means of prolonging many a life, and relieving much suffering."

D. HAYES AGNEW, M. D.,
Professor of Surgery, University of Pennsylvania.

"I regard Atlantic City as a valuable health resort."

WALTER F. ATLEE, M. D.

"I highly approve of sending invalids with certain diseases and disturbances to Atlantic City, and am glad often to be able to do so."

JAMES TYSON, M. D.,

1506 Spruce street, Phila.,

Professor of Pathology, University of Pennsylvania.

"Atlantic City is among the most favorable situations in this country for obtaining the benign effects of sea air."

FRANK WOODBURY, M. D.,

Physician to German Hospital, Phila.

"I entertain a grateful appreciation of the advantages which Atlantic City possesses—grateful from the fact that the life of my oldest child, which was threatened by cholera infantum, was saved by his removal thereto, he being in a state of exhaustion, approaching collapse, when he left Philadelphia. I have taken advantage of its restorative qualities, particularly in convalescence, and strongly commend the warm salt baths—I have found a wide range of condition benefitted by them. I know of no place of the kind with equal advantages, either as a winter or summer resort."

JOHN H. PACKARD, M. D.,

1924 Spruce street, Phila.,

Surgeon to Episcopal Hospital.

"Atlantic City has in my opinion very great advantages as a winter health resort. I have been for several years sending patients there, especially during the months of February, March and April, to their great benefit."

JOSEPH LEIDY, M. D.,

1302 Filbert street, Phila.,

Prof. of Anatomy, University of Pennsylvania.

"I am pleased to give my testimony as to the healthfulness of Atlantic City as a place of resort. I know of no place better adapted to invalids in general."

SAMUEL B. HOWELL, M. D.,

1513 Green street, Phila.,

Dean of Auxiliary Faculty, Medical Department, University of Pennsylvania.

"I have several patients who have spent most of the winter in Atlantic City with great benefit. Young children sent there have improved in health and strength."

Wm. G. PORTER, M. D.,
314 South 11th street, Phila.,
Surgeon to Presbyterian Hospital.

"I have always found Atlantic City a health resort of great benefit to patients suffering from chronic and exhausting diseases, as well as to those convalescing from acute disease, or to those who were in search of rest, freedom from worry and a chance to recruit."

EDWARD HARTSHORNE, M. D.,
331 South Broad street, Phila.

"I have found Atlantic City very pleasant and remarkably beneficial to my patients and myself during the Winter and Spring and early Summer months, and I recommend it as a very desirable health resort at that time of the year, in preference to more distant places on account of its greater accessibility, as well as its very dry, pure air, excellent hotel and other advantages."

W. H. BENNETT, M. D.,
332 South 15th street, Phila.,
Physician to the Children's Seashore Home.

"I have spent the last five summers at Atlantic City under circumstances peculiarly favorable for observing the effects produced upon invalids by a short residence there, and I heartily commend the salubrity of the place, and its value as a health resort to those broken down by over-work, to convalescents, and to a large majority of those suffering from chronic diseases."

JAMES J. LEVICK, M. D.,
1200 Arch street, Phila.

"The advantage of having such a sanitarium as Atlantic City in the Winter and Spring months cannot, I think, be too highly estimated."

JOSEPH KLAPP, M. D.,
622 Spruce street, Phila.,
Physician to Howard Hospital.

"I heartily approve of the letter written by Dr. Thomas K. Reed, of Atlantic City, calling the attention of health seekers to the superior advantages of sea air during the Winter and Spring months, to the tedious journey and enervating climate of Florida and other distant localities."

J. C. GUERNSEY, M. D.,

Corresponding Secretary, Homeopathic Medical Society of Pa.

"From the experience both of my patients and myself, I can heartily endorse Atlantic City as a most healthful and delightful place of resort, for the sick and the well, at all seasons of the year."

J. V. SHOEMAKER, M. D.,

1031 Walnut street, Phila.,

Physician in charge of Pennsylvania Free Dispensary.

"I can cheerfully testify to the beneficial influence exerted upon a large class of affections by the uniform temperature and fine air of Atlantic City. The facilities for the hot, cold, warm and tepid baths, are unsurpassed, and have here given great relief to a large number of sufferers whom I have sent there at all seasons of the year."

JOSEPH PANCOAST, M. D.,

Emeritus Professor of Anatomy, Jefferson Medical College.

"If we had not Atlantic City to go to, we should be at a loss to know what to do with some of our pulmonary and infantile patients."

S. D. RISLEY, M. D.,

1630 Walnut street, Phila.,

Lecturer on Ophthalmoscopy, University of Penna.

"I have repeatedly witnessed the health restoring influences at Atlantic City."

R. SARGENT, M. D., Phila.

"I have sent more patients to Atlantic City during the past Winter and Spring than ever before."

L. K. STINE, M. D.,

1503 North Fourth street, Phila.

"After an experience of several years I consider Atlantic City one of the healthiest summer resorts for the cure of paralysis, rheumatism and nervous diseases generally."

B. F. BETTS, M. D.

"After a careful personal inspection of many of the health resorts of this country and Europe, I consider Atlantic City one of the most favorably located. On account of the salt water marshes over which the tides ebb and flow, situated back of the town, and the unobstructed access of sea air in front, it must ever rank among the first health resorts of the country, because of its equitable temperature and uniform humidity—unless the sanitary laws in regard to sewage and drainage are neglected."



ATLANTIC CITY AS A WINTER HEALTH RESORT.

FROM A PAPER PREPARED BY DR. BOARDMAN REED, AND ISSUED
BY THE PENNSYLVANIA RAILROAD COMPANY.

Some years ago it occurred to me that there was need of exact and reliable facts concerning the climate of Atlantic City. With a view to obtaining such facts I began making regular observations of the weather at my office, noting the temperature, relative humidity, direction of the wind, and condition of the sky, four times daily. This was kept up for about one year. Afterwards, finding that my instruments were inferior in accuracy to those at the United States Signal Station in another part of the town, I arranged with the observer there to furnish me with any information desired.

Furthermore, in order to determine as definitely as possible the benefit to be derived from the climate by various classes of invalids, and especially by persons afflicted with pulmonary complaints, I addressed inquiries to many eminent physicians who had been in the habit of sending patients to Atlantic City in the winter and spring as well as in the summer, asking them to report the number of cases sent here, the proportion cured or benefited, the proportion aggravated if any, and the proportion which had remained stationary.

The replies were not in point of fulness all I had hoped to obtain, but, together with the meteorological data previously accumulated, they were given to the profession in an article first published in the *Philadelphia Medical Times* for December 18, 1880, and entitled "Winter Health Resorts; The climate of Atlantic City and its effects on Pulmonary Diseases."

That article is here reproduced as follows:—

"Where shall we send our invalids for a change of air in winter? This is a practical question which is becoming, year by year, more important to busy physicians, particularly in the great cities of the North. There are certain chronic diseases for which a pure and invigorating air, and especially a climate which will tempt the patient out of doors, are highly desirable. For many cases a change to such an air offers the best hope of cure, or even of amelioration.

"Florida has been much in vogue lately as a winter resort, and undoubtedly suits numerous patients well; but it is too far away, involving a long and tiresome journey. The distance from home and

friends, and the impossibility of conferring in an emergency with the usual medical attendant, are serious inconveniences. The prevalence of malaria there is a source of danger, and the very warm and enervating character of the Southern climate unfits it for a large class of diseases altogether.

"Colorado and Minnesota are even farther away, and their climates, however tonic and useful, are so cold that invalids there can live very little out of doors during the winter ; and if they are to be kept prisoners in close heated rooms it might almost as well be in their own homes.

"North Africa and Southern Europe, especially Pau, Nice, Mentone, and other places along the northern shore of the Mediterranean, are just now in great repute. Invalids are flocking thither every winter, and, the impartial chroniclers tell us, are leaving their bones in the cemeteries there in sadly large numbers.

"Dr. Madden, in his 'Health Resort of Europe and Africa,' says: 'With one exception the most frequented winter health-resort in Europe is Pau ;' then proceeds to denounce the climate as 'essentially cold, variable, damp, and dreary during the winter.' During one December while he was there he states that 'the thermometer fell eleven times to zero.'

"Dr. John Parkin, in his work on 'Climate and Phthisis,' is equally emphatic in condemning that climate, saying among other things, that 'of a number of patients I have known who passed a winter in Pau, not one received any benefit—the majority died soon after their return.'

"As to Nice and Mentone, Dr. Madden quotes several medical travelers and former resident physicians to the effect that these places are exposed to very sudden changes of temperature, and that the native residents are very subject to pulmonary complaints, which with them are apt to run a rapid course. Dr. Parkin, in the work already quoted, is particularly severe upon the climate of those places, stating that though it is usually very warm there in the sun, insomuch that umbrellas are indispensable, it is apt to be cold in the shade, necessitating the heaviest wraps. Crossing the street is like passing from summer to winter. The same author shows that, from the location of these towns in the neighborhood of mountains, some of whose tops are always covered with snow in winter, they must be continually subject to cold, raw winds, which are all the more intolerable and dangerous because of the heated air which they displace.

"Says Dr. Parkin : 'During January and February, then, there would be two cold winds prevailing at Mentone, as is frequently the case at Nice. It is not surprising, therefore, that I should have left the latter town in the month of March in a snow-storm, or that snow should have fallen heavily all the way to Genoa.'

"Dr. J. H. Bennett, of Mentone, the chief eulogist of that climate, insists very strenuously upon certain precautions against taking cold. 'Without them,' he says, 'it is unsafe and treacherous. This is evidenced by the great mortality of the natives of the Nice and Mentone districts by pneumonia and pleurisy, two of the commonest maladies.'

"Dr. Parkin's conclusion is that the *Riviera* is 'one of the most unfavorable and dangerous climates for chronic diseases of the respiratory organs, and especially for phthisis.' As to Africa, he cites army reports showing that 'of the British troops passing through Egypt during 1872 *en route* for India, 29.9 per 1000 were attacked with phthisis, and 2.3 per 1000 died.' He adds, 'When it is remembered that these patients manifested no symptoms of the disease when they left England, otherwise they would have been detained, this result speaks trumpet-tongued as regards the influence of such a climate in the development of phthisis.'

"If these are the most desirable winter-resorts in the Old World, American invalids, especially those suffering from chronic pulmonary affections, would do well to remain on this side of the ocean.

"Atlantic City, New Jersey, a place most favorably located as regards convenience of access, being ninety minutes' ride from Philadelphia by the West Jersey railroad, and only four hours from New York by the Pennsylvania railroad and its West Jersey branch line, possesses certain physical advantages which are well worth considering. It has been twenty years or more since physicians began sending patients here in winter. First only now and then a courageous invalid ventured here at this season, but their numbers steadily increased. The experiment proved so successful in hastening the convalescence from acute disease, in improving a large class of chronic affections, and especially in arresting numerous cases of incipient as well as confirmed consumption, that within the last three years the travel to the place in winter has reached very considerable proportions, and the numerous thoroughly-heated winter hotels—some of which are as sumptuously furnished and as luxuriously conducted as the leading houses at the summer-resorts—are crowded with invalids, convalescents, and wearied society people through all the months from January on.

"Actual experience has demonstrated that sea air is as valuable in winter as in summer. It also bears out the statistics which prove that the climate of Atlantic City is superior to that of most sea-coast towns being drier, more equable, and, considering the latitude, unusually mild.

"The city—for it is in fact as well as in name a city, having a permanent population of six thousand, and being supplied with gas, street-cars, &c.—is situated in latitude $39^{\circ} 22'$, on an island ten miles long and averaging about half a mile wide. This is separated from

the mainland at either end by broad bays or inlets, which are connected by a narrow arm of the sea called 'The Thoroughfare.' There is no body of fresh water nearer than the Delaware river, distant about sixty miles, and the salt-water bays to the landward side are nearly always open, ice seldom forming, except for a short time occasionally in the severest winters.

"Another peculiarity of the location is that all the winds from the landward must pass for long distances—hundreds of miles in some directions—over a very dry and porous sandy soil upon which snow rarely lies for any time. These winds, including those from the north, north-west, west, and south-west, are therefore to some extent both dried and warmed in their passage.

INFLUENCE OF THE GULF STREAM.

"Though the coast of Southern New Jersey has a general direction from north-east to south-west, the beach at Atlantic City trends more to the westward, so that it faces almost directly southward. Therefore south as well as east winds are sea breezes here, and both blow across the Gulf Stream, which, by the way, exercises considerable influence upon the climate of this part of the coast.

"Mr. C. P. Patterson, Superintendent of the United States Coast and Geodetic Survey Office at Washington has kindly furnished me with a large map indicating accurately the course of the Gulf Stream, and with some interesting facts concerning it.

"This map shows at a glance that the heated waters of the tropics, pouring through the space between Cuba and Florida, flow in a north-easterly direction along the coast of Georgia and the Carolinas, diffusing themselves as they go, until from a compact stream less than fifty miles wide, they have become opposite Chesapeake Bay a broad expanse upwards of four hundred miles in width. This really includes numerous parallel or slightly diverging currents of very warm water with overflow currents of a somewhat lower temperature. One of these overflow currents approaches within sixty-five miles of Atlantic City, while it is one hundred and ten miles from Sandy Hook. The principal current is farther away, being one hundred and thirty-five miles from Atlantic City, and one hundred and eighty-five miles from Sandy Hook, and about the same distance from Long Branch and Montauk Point.

"But the exceptional mildness of this climate may be attributed to the peculiar course of the Gulf Stream in this vicinity as much as to its proximity. The innermost current, according to the map received from the Coast Survey office, has a direction opposite Atlantic

City of east-north-east, but turns more and more to the eastward till in latitude 40° —that of Philadelphia—it bears nearly due east. The main current turns more abruptly, and a little north of latitude 38° , some distance to the southward of Atlantic City, has a course directly eastward. Our south, south-east, and east winds, then, must all pass for three hundred to five hundred miles at least over more or less heated water which has come directly from the Gulf of Mexico. Our only ocean breezes not affected in this way are those from the north-east, and experience shows that these are the only winds which are generally unpleasant here. But for places farther up the coast, particularly those north of latitude 40° , the case is different. Neither their north-east nor east winds can be appreciably modified by the Gulf stream. Their south and south-east winds may be favorably influenced to some extent, but less than are the same winds at Atlantic City, since they pass over a much larger surface of cold water after crossing the Gulf Stream. It may be added that some small maps issued by the Signal Service office represent the Gulf Stream as occupying different positions in winter and summer, but on this point Mr. Patterson writes, ‘I greatly doubt if there can be any material change of the stream from season to season; at least there has been no reliable evidence obtained on that subject.’

METEOROLOGICAL STATISTICS.

“To Sergeant E. W. McGann, who has charge of the United States Signal Station at Atlantic City, I am indebted for meteorological statistics and official records, from which the following information, bearing directly upon the subject of the climate of the place, has been condensed and tabulated:—

Temperature, Humidity, Barometrical Pressure, and Rainfall at Atlantic City, New Jersey.

Months, 1880.	Mean temperature.	Range of temperature.		Mean humidity.	Mean barometer.	Rainfall in inches.
		Max.	Min.			
January.....	41.1	64	13	79.3	30.189	1.70
February.....	38.2	71	11	74.4	30.129	2.85
March.....	40.1	72	18	71.9	30.061	5.97
Mean for 3 months.	39.8	.....	.....	75.2	30.126	10.52

“The mean temperature for January, February, March, and December, the four coldest months of the year, was, in 1879, 34.7° ; in 1878, 36.8° : and in 1877, 35.9° .

"The prevailing winds in winter are those from the west and northwest, which are usually dry and bracing. The east and south winds, which often blow for days at a time, are warmer and more humid. Northeast winds, which are unpleasant, usually prevail for two or three days at the time of the equinoctial storms, but are infrequent during the remainder of the year.



1. *Long Tailed Duck.* 2. *Female.* 3. *Summer Duck.* 4. *Green Winged Teal.*
5. *Canvas Back.* 6. *Red Headed Duck.* 7. *Mallard.*

"Observations taken at my office, in the centre of the town, at 7 A. M., 12 M., and 6 and 10 P. M., show that in December, 1879, there were twenty-six days during which the thermometer did not fall below 32° —the freezing point; also that there were only two days in the same month when the thermometer did not indicate at noon a temperature above 40° ; and that there were ten days upon which it was not below 50° at the same hour. During the January following (1880), there were twenty-four days during which the mercury never fell below the freezing point at any hour, and only two days during which it went below 30° . It was only once in the same month lower than 40° at noon, and only three times lower than 45° at the same hour. On nineteen of the thirty-one days the thermometer stood at 50° or above at mid-day.

"These mid-day temperatures are obviously more important than averages, for it is in the daytime that invalids take their airing out of doors.

"The dryness of this climate, as compared with other seaside resorts, is best shown by the statistics of the rainfall, which is less here than at any other place on the coast, as appears from the table given below. The readings of the hygrometers at the different stations

are not so significant, since at some of them, including Atlantic City, the instruments are located so near to the beach, and at so low an elevation above the sea-level (less than thirteen feet here), as to be affected by the spray, during strong winds off the water, and by occasional morning mists, which do not extend back into the town.*

Annual Amount of Rainfall at the Principal Cities and Stations on the Atlantic Coast.

Stations.	Year ended June 30th, 1879.	Year ended June 30th, 1878.
Atlantic City, N. J.....	40.60 inches	42.90 inches
Barnegat, N. J.....	49.38 "	52.3 " "
Boston, Mass.....	62.96 "	54.50 "
Cape May, N. J.....	42.44 "	47.99 "
Charleston, S. C.....	64.33 "	68.62 "
Galveston, Texas.....	51.03 "	67.47 "
Jacksonville, Fla.....	51.62 "	52.11 "
Newport, R. I.....	52.0 "	55.84 "
New Orleans, La.....	58.29 "	73.31 "
New York, N. Y.....	41.68 "	42.68 "
Norfolk, Va.....	44.44 "	66.28 "
Portland, Me.....	41.10 "	45.61 "
Sandy Hook, N. J.....	60.37 "	54.86 "
Savannah, Ga.....	55.14 "	52.44 "
Wilmington, N. C.....	50.90 "	84.12 "

* Since the foregoing was published, it has been ascertained from the records of the signal station here that there is greatly less wind at Atlantic City than at most points on the coast. For instance, the whole movement of the wind during the year 1879 was 84,117 miles at Atlantic City, 109,059 miles at Barnegat, and 135,883 miles at Cape May.

Thus at the neighboring stations on either side of this place there are, on the average, much higher winds.

"The mean barometer for the year ended June 30th, 1879, was higher at the Atlantic City station than at any other on the coast north of Chesapeake Bay, and, with one or two exceptions, the same may be said as to the preceding year. This is a matter of importance, since depressions of the barometer affect the majority of invalids far more decidedly and injuriously than low temperatures. An extra wrap out of doors, or a fire in doors, will perfectly antidote any ordinary degree of cold, but it is far more difficult to render comfortable the invalid whose breathing is distressed, or whose joints and nerves have been set to aching by a sudden fall in the atmospheric pressure. Barometrical changes are also connected intimately with variations in the electrical conditions of the atmosphere, and these again strongly impress the delicate nervous system of the sick.

"In the following table the figures represent the average atmospheric pressure for the years named at the sea-level, allowances having been made for differences in the elevation of the stations:—

Table Showing Mean Barometer at Various Stations.

Stations.	Year ended June 20th, 1879.	Year ended June 30th, 1878.
Atlantic City.....	30.031	30.002
Barnegat	30.029	29.998
Boston	29.975	29.969
Cape May.....	30.026	30.007
Galveston.....	30.049	29.995
Jacksonville	30.029	30.030
Newport.....	29.993	29.980
New York.....	30.026	30.006
Portland, Me	29.944	29.952
Sandy Hook	30.014	30.000

" After all, however, it is with climates as with medicines, trustworthy evidence as to what they have accomplished is the most valuable. With regard to nervous, rheumatic, gouty, dyspeptic and various other chronic ailments (including most of those peculiar to women), which are usually found to be benefited here in the summer, equal benefit may be expected in the winter. Convalescents from acute disease, or from surgical operations, nearly always improve remarkably upon being removed to this place from the large cities.

" As to diseases of the respiratory organs, I have had personal knowledge of many patients suffering from various forms of such afflictions who have made trials of this climate in winter. The bronchial and laryngeal cases have, as a rule, improved, some of them very decidedly, though there have been exceptions. The consumptives who were in the third stage, or in any stage with evidences of actively progressing disease of the lung and decided hectic, have only exceptionally been benefited. Those, however, in the pretubercular or incipient stage, and those even in the advanced stages where the destructive process has been advancing slowly, have often experienced very marked improvement. In a considerable proportion—about one-fourth—of the cases of these latter classes, the disease has been apparently arrested, and some of them seem to be cured.

" Detailed reports of the cases I have treated at Atlantic City would fully bear out the foregoing general conclusions, but would unduly extend this paper and necessitate the exclusion of several reports I have received from prominent Philadelphia physicians concerning the effect of this climate upon their patients, in winter especially. Some of these physicians have been sending patients hither for more than twenty years. Their testimony is more valuable than mine, and cannot be impugned on the ground of partiality.

" It is a significant fact that pneumonia and bronchitis are of infrequent origin here, and when they do occur the patients *almost invariably recover*. Upon this point my experience as a resident physician enables me to speak very positively. I have not known an uncomplicated attack of either disease to prove fatal.

REPORTS FROM PHYSICIANS.

"The reports from physicians above referred to were received in response to inquiries recently sent to them. Many others wrote brief apologies, not having the notes or the leisure to tabulate the result of their experience as I had requested. Only one physician objected to the climate either for bronchitis or early phthisis.

"Dr. Laurence Turnbull writes: 'The number of cases of phthisis that I have sent to Atlantic City have been few *in the last stages*, as I found they were not improved by a residence at the seashore, dry even as it is,' adding that a few cases in those stages were aggravated, but goes on to say, 'I have been much pleased with its influence on the first stages of phthisis, asthma, laryngitis, bronchitis, and nasal catarrh, when all ordinary means have failed in the city, by causing improvement in the appetite, assisting the digestion, and giving a healthier tone to the skin. In convalescence from catarrhal pneumonia and typhoid fever the results have been most gratifying. In certain forms of *otitis media purulenta* I do *not* find the air of Atlantic very beneficial, and in many cases diseases of the ear are caused by exposure of that organ to the waves. In strumous diseases of eyes, joints, limbs, &c., I have found the change to Atlantic City, if persisted in for several seasons, of permanent benefit.'

"Dr. Thomas J. Yarrow writes: 'It has not been my practice, as a rule, to advise patients suffering with tuberculous and other diseases of the respiratory passages to sojourn at the seaside. Exceptionally, I have had them go to Atlantic City, and have known cases of incipient phthisis, chronic bronchitis, asthma, and laryngitis to improve in that location. My experience of late is inducing me to recommend a larger number of such cases to reside at Atlantic City.'

"Dr. Thomas G. Morton thus bears testimony: 'I have been in the habit of sending to the shore at Atlantic City many patients, more especially surgical cases, but a large number also of those with lung affections, and especially those having a (hereditary) tubercular disposition, and I think especially such cases have been vastly benefited by the sojourn.'

"Dr. James Darrach, of Germantown, writes: 'Have sent several cases of autumnal catarrh to Atlantic City, and think without exception they were benefited, two of them being certainly exempt from these attacks while at the shore. The only case of slow convalescence from pneumonia died at Atlantic City. This was about twenty-three years ago. A case of obstinate general bronchitis was cured in about ten days. A case of what I supposed to be tubercular laryngitis was very much benefited, and subsequently recovered. I have also had other cases of obstinate catarrh which returned well after a sojourn at Atlantic City.'

"Dr. Eugene P. Bernardy reports as follows: 'With but one exception, all my cases of phthisis, both in the early and late stages, amounting to twelve in all, have been decidedly benefited by a sojourn at Atlantic City, and one case positively cured,—that is, as far as human ear can ascertain. Of the three cases of convalescence from pneumonia all were decidedly benefited. In a child suffering from chronic pneumonia the lung in a few weeks was almost entirely cleared up. In bronchial affections (chronic) I have seen no permanent benefit in any of the six cases I have sent there; all benefited while at the seashore, but a few months after their return relapsed. The case of phthisis cured had been examined by myself and Dr. Hall in Philadelphia, and while at the seashore examined by Dr. L. Turnbull. We all diagnosed incipient phthisis. This was nearly six years ago. On her return she had gained forty pounds, and has remained well ever since.'

"Dr. John H. Packard says, referring to Atlantic City: 'I can only say that I frequently advise convalescents to go there, and that it is a very common thing with me to be asked by patients whether it would not do them good to spend a week or two there. I do not now recollect any case that has been wholly without benefit from that climate, and could adduce many that have gained great advantage from it.'

"Dr. D. Murray Cheston writes: 'I can not say how many cases of pulmonary or bronchial troubles I have sent there, but the general result has been most satisfactory. The cases were all sent in the late winter or early spring months, and have invariably returned improved.'

"Prof. J. M. Da Costa writes briefly, as follows: 'I have sent too few patients with pulmonary disease to Atlantic City to have the data to answer your questions. Some who were in a run-down condition and effected with chronic bronchial catarrh did very well.'

"Dr. Elwood Wilson writes that in the summer months he does not think patients with fully-developed phthisis improve by a protracted residence at Atlantic City, but adds, 'During the winter months—say from October to July—I regard it as a very favorable locality for consumptive patients.'

"Dr. R. J. Levis writes that his practice (being almost exclusively surgical) 'Is not of a kind to furnish experience with regard to the beneficial influence of Atlantic City in pulmonary affections,' but that he has 'a good opinion of its dry and mild climate.'

"Dr. James J. Levick has not sent any cases of phthisis, but has sent 'several cases of laryngeal and bronchial irritation and one or two cases of hay asthma, which improved greatly while at Atlantic City.' He adds, 'The cases which have derived most benefit, however, and of which I have sent not a few in the late winter months, have been patients after typhoid fever;—patients whose nervous systems have been much disturbed, persons who have needed brain-rest, &c.'

"Dr. William H. Bennett, resident physician at the Children's Seashore House for Invalid Women at Atlantic City, contributes the following report: 'My experience of the effects of a sojourn at Atlantic City upon those suffering from pulmonary diseases has been confined to what I have seen among transient visitors during the summer months of the past seven years. I have had little or no experience of the effects either of a prolonged stay or of a stay in winter. I can not give you exact figures, but the following is a fair statement of what I have observed. My patients were, with the few exceptions of a majority of those suffering from phthisis, nearly all children. I have had not less than a hundred cases of acute bronchitis, nearly all of which ran a milder and shorter course than similar cases do in Philadelphia. The majority of these cases had during treatment the best possible hygienic surroundings, but a few which were much exposed during



1. *Gooseander.* 2. *Female.* 3. *Pin-Tail Duck.* 4. *Blue-Winged Teal.* 5. *Snow Goose.*

cool, rainy weather in leaky, damp apartments, seemed to do equally well. A few, perhaps ten, cases of sub-acute bronchitis, which had remained stationary in the city for some time, rapidly recovered at the sea-shore. Three or four cases of chronic bronchitis, with emphysema and occasional severe attacks of asthma, greatly improved; but about an equal number showed no change. Two or three cases of tardy convalescence from pneumonia made much more rapid progress towards recovery after their removal to the sea-shore. Two cases of empyema with external fistulæ greatly improved. About twenty cases of phthisis have been under my care at Atlantic City. These have been in all stages of the disease. A very few, I recall but three, derived no benefit; all the others improved in general health. In some, even of the advanced cases, the improvement was marked. In many of the cases the cough became less troublesome and the breathing less labored.

Nearly all slept better. Hectic frequently disappeared entirely, or was greatly lessened. These cases, with two exceptions, remained too short a time to allow of any inference in regard to the effect of their stay upon the progress of the disease itself. One of these two exceptional cases remained three months. It was one of the few that did not improve at all, and the disease ran its usual course. The other spent most of the time during the last eighteen months of his life at Atlantic City, and his downward progress was undoubtedly much retarded by so doing. I am aware that the experience which I have thus detailed has been too meagre, except perhaps in the cases of acute bronchitis, to allow of any general conclusions. But, after comparing my own experience with that of others, I am convinced that the atmosphere of Atlantic City in summer (perhaps also in winter, but I do not know) will prove especially beneficial in the large majority of cases of diseases of the respiratory organs, and that the common opinion that the sea-coast is everywhere unsuitable for cases of phthisis has little foundation. So thoroughly am I convinced of this fact that I am striving to have special provision made in the Sea-side House for Invalid Women for consumptives, and in doing so I am but following in a small way the example set by the establishment of the magnificent Royal National Hospital for Consumption on the sea-coast of the Isle of Wight.'

"The good accomplished by this climate I attribute not to any specific influence of the air upon the lungs, but to its tonic and alterative properties, acting by the improvement of digestion and nutrition, the promotion of sleep, &c. Atlantic City is the most accessible to the New England and Middle States of any place having claims as a winter resort, and admitting of out-door exercise for most invalids the whole winter through."

A DRY AND BRACING CLIMATE.

Dr. William Pepper's report of his experience in sending patients to Atlantic City was not received until after the publication of the above article. It is emphatic testimony from a recognized authority in pulmonary diseases, and is therefore given a place here:—

"PHILADELPHIA, 1811 Spruce Street.

"MY DEAR DOCTOR REED:—In reply to your question as to my experience with the climate of Atlantic City in cases of diseases of the chest, I would make the following remarks:—

"I am more strongly convinced each year of the advantage in the treatment of such cases possessed by dry, bracing climates as compared with moist, sedative climates. Undoubtedly there are certain special types of disease that do better in the latter, but it has seemed

to me that the benefit derived amounts to palliation or relief, and not to radical cure. One difficulty attaching to the residence of invalids in dry, bracing climates, is the fact that a far greater degree of attention to hygiene and systematic regimen is required. There are fewer risks of renewed congestions or increased catarrhs in a moist, sedative climate, it is true; but on the other hand, if the patient is carefully instructed by his medical adviser as to the proper mode of living in a dry, bracing climate, and is willing to faithfully attend to all the details of such instructions, there is, in my judgment, a far higher degree of actual, permanent benefit to be secured in the great majority of cases.

" This applies especially to patients who are still in the curable stage of consumption, for in a large proportion of cases of phthisis there is an early stage when no true tuberculous disease exists, and when a cure is possible under the combined influence of suitable climate, rigidly careful hygiene, and judicious medical treatment.

" I would further say that I have seen enough of the results of the climate at Atlantic City to satisfy me that it acts powerfully in most cases as a dry and bracing climate. Many cases of incipient phthisis, and even of phthisis in the second stage, have been greatly and permanently benefited by a residence there under a strict rule of living and treatment. In several cases of chronic pleurisy with marked atony of the skin and system, and retarded absorption of the morbid products, I have seen the removal to Atlantic City soon followed by rapid improvement. I am referring to this climate as I have observed it at all seasons of the year; and in respect particularly to that which I have just mentioned. the element of relaxation of the skin, which is common to so many diseases and is so powerfully conducive to renewed attacks of congestion or inflammation, I have observed excellent results from the stimulating dry air of Atlantic City.

" In retarded convalescence from acute diseases, and in conditions of impaired nervous tone, I have also found its climate very valuable. On the other hand, in the majority of cases of organic heart disease and of bronchial asthma, the results of residence at Atlantic City have not been favorable.

" It is unquestionably an admirable climate, and I am convinced that if those who resort to it would but observe with sufficient patience and minuteness the necessary precautions, they would for the most part avoid the bad effects that some have experienced, and would find it highly beneficial in the conditions I have above mentioned, as well as in others to which I have not time to allude.

" Yours very truly,

" WILLIAM PEPPER.

" Dr. BOARDMAN REED,

" *Atlantic City, N. J.*"

My experience as a resident physician coincides in the main perfectly with that of Dr. Pepper as above recorded; but with regard to asthma, it has happened to me to see a majority of cases do well at Atlantic City, though with some, few the climate has manifestly disagreed. One prominent railroad man who suffers much from asthma when inland, spent the whole of last winter here with entire relief.

FURTHER ADVANTAGES OF ATLANTIC CITY AS A SANITARIUM.

Certain partizans of Florida and Minnesota last winter engaged in a spirited controversy concerning the merits of those regions respectively, as resorts for consumptives in winter. Since these climatic extremes were each setting forth its claims so earnestly in the New York *Medical Journal*, it occurred to the writer that the many marked advantages of Atlantic City ought to be placed before the readers of the same publication. Hence an article entitled "What Atlantic City can do for Consumptives," was prepared and appeared in the number for March, 1881. The following portions are deemed worthy of being reproduced in this pamphlet :

" It does not seem necessary to decide in favor of either Florida or Minnesota—the extreme south or the extreme north—as the only proper residence for such patients in the winter season. Professor Bennett in his work on 'Pulmonary Consumption,' expresses a sentiment on this point, which though Dr. Kenworthy has quoted it, appears scarcely to help his case. It is this: 'Now that medical doctrines have changed, that vitalistic and sthenic views of treatment prevail, and are found to give infinitely more satisfactory results than those that followed antiphlogistic treatment, the medical mind in America and Europe looks about for a colder climate. As usual, the pendulum has a tendency to pass to the other extreme; to go from Madeira, Jamaica, and Barbadoes, from Havana, Florida, and Nassau, to the ice-covered summits of the Swiss mountains, to the frozen plains of North America. Many minds can never constitutionally accept and follow the golden adage, '*Medio tutissimus ibis*' ; they cannot remain in the middle of the road ; they must pass from one extreme to the other.'

" Evidently Professor Bennett considers Florida and Minnesota as extremes, and would give the preference to some middle region. Atlantic City, N. J., situated in latitude $39^{\circ} 22'$, is just about midway between the peninsula of Florida and the 'frozen plains of Northern America,' and may therefore claim to be the 'golden mean.' It is rapidly growing in favor as a winter resort for many classes of invalids. It has one of the driest and most equable climates on the coast, has

better hotel accommodations than can be found in either Florida or Minnesota, and is so accessible to the New England and Middle States that a trip hither is neither a serious undertaking nor a finality involving a complete cutting adrift from home, friends and physicians, with the prospect of dying among strangers if the climate should not suit.

"There are many patients who are drifting into phthisis as the result of a general break-down following excessive devotion to business or pleasure. These may not care and do not need to expatriate themselves for half the year. They may often do perfectly well at home, provided they avoid all excesses and have the best possible medical treatment; but, their vital forces being at a low ebb, they need occasionally the stimulus to be derived from a few weeks' sojourn in some invigorating sea-side climate, where it is not so cold as to keep them in-doors, and yet not so warm as to relax their tissues and still further debilitate them. It is this class of phthisical cases, and numerous other affections resulting from nervous exhaustio, that we see most of here, and find to receive most of the benefit from the climate.

"Through the courtesy of Serjeant E. B. Garriott, the observer in charge of the signal station in New York, some statistics of the weather in that city during the three spring months of the year 1880 have been obtained; and in the following table are compared with the corresponding figures for Atlantic City, furnished by the observer here:

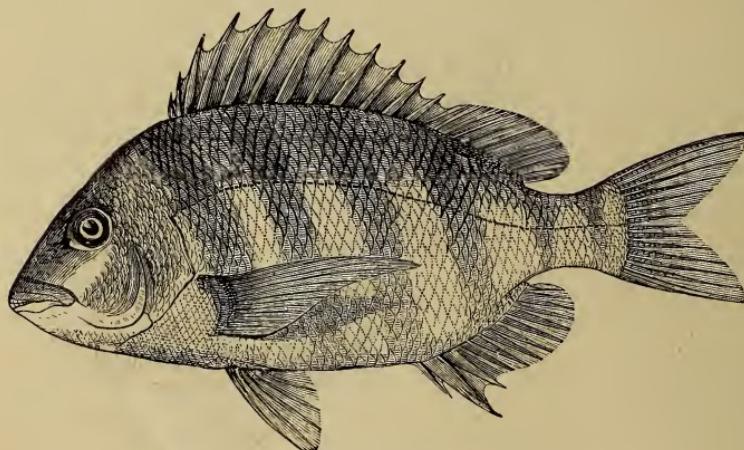
	Mean Temperature.	Rainfall in inches.	Mean Barometer.
<i>March, 1880.</i>			
New York City.....	34.0	4.66	30.065
Atlantic City.....	40.1	5.97	30.061
<i>April, 1880.</i>			
New York City.....	49.0	3.38	30.015
Atlantic City.....	49.3	1.83	30.045
<i>May, 1880.</i>			
New York City.....	65.0	0.82	30.059
Atlantic City.....	63.1	0.54	30.058

"From this table it will be seen that the temperature during March averaged six degrees higher here than in New York City; in April it was only slightly higher: and in May, when New York began to experience its foretaste of the summer heats, it averaged cooler in Atlantic City. The rainfall was less here in April and May, though a little greater during March than in New York.

"During the entire year ending June 30th, 1879, the amount of rainfall in New York was 43.68 inches, as against only 40.6 inches at Atlantic City. Taking a series of years, the rainfall in New York City is found to average only a little more than at Atlantic City, though greatly less than at most seaside stations. For instance, during the two years ended June 30th, 1879, there were 135.02 inches of rainfall at Wilmington, N. C., 108.04 inches at Newport, R. I., 103.73 inches

at Jacksonville, Fla., 86.36 inches at New York, and only 83.5 inches at Atlantic City.

"If it were desirable to prolong this article, I could cite numerous cases of consumption which have been markedly benefited by a winter's residence here. I can recall several persons who came here a few years ago with chronic cough and evidences of consolidation in part of one lung, and, having experienced decided improvement, have remained ever since, winter and summer. The disease in these cases seems to be arrested. The majority of such patients here are from Philadelphia and Pennsylvania, but within the last two or three years I have seen many consumptives from New York, as well as from Boston and other cities of New England. Some who came in the last stage found no benefit, but nearly all who have come while the disease was yet in an early stage, or, if further progressed, was pursuing a slow and chronic course, gained, at least, for a time.



SHEEPSHEAD FISH.

"One notable case is that of a New York merchant who spent last winter here. After having had several hemorrhages and become considerably emaciated, he came here early in November, with instructions from his physicians to proceed farther south as soon as the weather grew too cold for him. He remained all winter, walking out almost daily, and returned to New York in the spring to resume his business, greatly improved in health.

"Atlantic City offers, then, as its chief advantages for winter residence, a pleasant and highly remedial climate and great accessibility. But a place where invalids accustomed to the usual comforts, luxuries, and social enjoyments of civilization are expected to reside for months at a time, must possess other attractions besides a good

climate and accessibility, else *ennui* and home-sickness would soon more than counteract the exhilarating effects of the air, and then the more numerous the railroads, the quicker an escape would be made.

"Atlantic City is now one of the largest of the distinctively seaside towns in the United States, having a permanent population of six thousand. It has church services conducted all the year, according to the Episcopal, Catholic, Presbyterian, Methodist, and Baptist forms of worship, with the usual social organizations of these different denominations. The place also boasts of street railways, omnibus lines, and no lack of carriages and phaetons for hire at all seasons; good fishing and shooting; circulating libraries; hot and cold sea-water baths; and finally, excellent hotels, at some of which, during the latter part of the winter, there is to be found as choice and brilliant a society as at the height of the summer season."

HYGIENIC HINTS AND SANITARY PRECAUTIONS.

In an article contributed to the Philadelphia *Medical Bulletin*, for November, 1880, the writer thus alluded to some important hygienic considerations:—

"The matter of diet here is not so important in winter as in summer. Errors in this respect are not then apt to be followed by such serious consequences. But it is safe to counsel all invalids to restrain the prodigious appetite they are almost sure to acquire soon after coming. Otherwise, constipation, headaches, and loss of appetite eventually result, showing that an overloaded stomach and embarrassed liver have struck work.

"It is a mistake to suppose that one can not take cold at the seashore.

"It is necessary, then, that invalids here should take the usual precautions against being chilled. In the winter season, and on summer evenings, wraps of some kind are always in order, out of doors, though usually they need not be heavy.

"As to exercise, while some is needed by the weakest invalids, even though only of a passive kind, such as massage by a manipulator, or rubbing by an ordinary attendant after the bath, there is commonly little danger that those able to walk shall not get enough. Many are inclined to take too much, owing to the extraordinary stimulant effects of the air, and need to be restrained, lest they exhaust their small stock of vitality as fast as it can be replenished. But this tendency is far less in winter than in summer, when the nightly hops and other multitudinous pleasures and dissipations keep the more impressionable visitors in a constant whirl of feverish excitement.

"There is, at this season, a restful air about not only the select cottage boarding-houses, but also the largest hotels, even when crowded as they are in February and March with the *elite* of the great cities. The tired brain-workers and exhausted devotees of fashion, equally with the convalescents and more chronic invalids, having come to rest and recuperate, go about it, generally, in a quiet, sensible way."

"One word, finally, as to medicinal treatment. For some cases the air alone is sufficient. Others get on famously with the air and the help of judicious bathing. Still others need medicines, and lose by having them stopped during their stay at the seashore. For these last, the tonic and alterative virtues of the air often furnish just the adjuvants necessary to accomplish the cure. The medicines which at home were nugatory or only half successful may succeed perfectly with the aid of the sea-air, when neither, alone, would be sufficient."

The following, with regard to the sanitary condition of Atlantic City, is from an article contributed by the writer to the *Philadelphia Medical and Surgical Reporter* of July 9th, 1881 :

"The sandy beaches on the New Jersey coast are generally free from malaria, except at points where freshwater streams empty into the ocean. Professor Alford L. Loomis, of New York, in a recent lecture, discussed the subject of malaria with his accustomed ability. He said: 'Salt-water marshes are, as a rule, especially free from malaria; but mix salt and fresh water, as on some of the New Jersey marshes, and you have the conditions for generating the poison. Marshes that rest on a substratum of sand are not so malarial as those that rest on limestone, clay or mud.'

"Atlantic City, which, by reason of its rapid growth and prominence among health resorts, is now attracting to an unusual degree the critical attention of sanitarians, is fortunate in being surrounded by a plentitude of unmixed salt water, and being founded upon the dryest of sand. So far, therefore, as concerns malaria, that subtle, intangible poison, which defies alike the microscope and the reagents of the chemist, but produces in some unknown way the periodical fevers, Atlantic City seems to be highly favored. Intermittent and remittent are strangers to the regular residents, and it is the constant experience of malarial patients coming here that they obtain rapid relief with far less medication than at home, often especially in the case of children, with no medication at all.

"Among the important improvements lately effected may be mentioned the following: There has been a general filling up of lots which were below the city grade. A most stringent contract has been made for the removal of garbage, at least once a day, in sealed or closely-covered wagons, from every hotel and dwelling-house in town, and its transportation by rail back into the country, where it is used for fertilizing purposes. All privy wells are required to be cleaned at

stated intervals, and the contents removed in odorless excavators, and these latter appliances are already here in use.

"A few words may be said as to the drainage of Atlantic City. There are now eight sewers, which run from the ocean side of Pacific Avenue across the town and empty into a canal or ditch out on the meadows, which in turn empties into Absecon Inlet. This would be objectionable if the attempt were made to carry off by these sewers any animal refuse, or other offensive matters, such as that from water-closets, or even the kitchen slops. Though they have a fall of from three to six inches in every one hundred feet, it would be impossible for them to remove such substances with sufficient rapidity and thoroughness; and even if they could, to pour such a quantity of offal into the ocean at our very doors would be most undesirable. Therefore, the sewers are used only to drain away the ordinary surface water, the refuse matters being removed as above described.

"The system in use here, as now carried out, is believed to be the best attainable on the flat seaside beaches. If any sanitarian can suggest a better, the health authorities of Atlantic City would be pleased to hear from him.

"Another important consideration at these seaside resorts is the drinking water. At many places the surface water obtained by digging a few feet in the sand is habitually used for drinking and culinary purposes. This is decidedly unsafe. Intestinal fluxes, and even typhoid fever, may be produced in susceptible persons by using such water. The hotels, boarding houses and cottages in Atlantic City are supplied with cemented cisterns or wooden tanks for collecting rain water, and either the latter or melted ice is always obtainable."

Under the head of hygiene very much more might profitably be said, since many invalids fail to improve here as they ought, solely because of neglecting little precautions which, though apparently trivial, often make just the difference between success and failure; and a whole chapter might well be devoted to the subject of salt-water bathing, facilities for obtaining which in-doors are now obtainable at all seasons of the year. But this little pamphlet, hastily and imperfectly prepared in the hope that it may supply a want, has already far outgrown the dimensions originally contemplated.

SOCIETIES.

Following is a list of the Secret and Beneficial Societies of Atlantic City:

TRINITY LODGE, No. 79, F. & A. M.—Organized at Absecon, in 1867. First officers: J. B. Somers, W. M.; Willard Wright, S. W.; George F. Currie, J. W.; Mahlon Frambes, Secretary; Reuben Somers,

Treasurer ; Carroll Doughty, S. D. ; Abner Price, J. D.; John Price, Tyler. Jas. S. Robinson was the first man initiated. The Order changed its place of meeting to Atlantic in 1874.

SEASIDE DIVISION, No. 142, S. of T., of Atlantic City, was organized on the 21st day of March, 1870, by P. G. D. Simon Lake ; twenty-one persons were initiated as charter members, who were : S. R. Morse, Dr. Lewis Reed, James Shinn, Sr., Irving Lee, Joseph D. Adams, Wm. Carter, Jos. H. Shinn, Garrett Tompkins, Stuart Shinn, John Wilkins, Job Smith, Theo. Adams, Geo. H. Macy, Thomas W. Clement, Edwin Eldridge, Charles Horner, John Eldridge, Mrs. M. J. Morse, Mrs. Hannah Lee, Nellie M. Hays. The following named officers were then duly elected for the ensuing quarter : Worthy Patriarch, S. R. Morse ; Worthy Associate, Dr. Lewis Reed ; Chaplain, W. S. Carter ; Conductor, Nellie M. Hays ; Assistant Conductor, Job Smith ; Recording Scribe, John Wilkins ; Assistant Recording Scribe, Mrs. M. J. Morse ; Financial Scribe, T. W. Clement ; Treasurer, Garrett Tompkins ; Inside Sentinel, James Shinn, Sr.; Outside Sentinel, Irving Lee. The officers for the present quarter are : W. P., Mahlon Wicks ; W. A., Annie Jeffries ; Chap., Lida Lewis ; Con., George Keates ; A. C., Charlotte Wicks ; R. S., Francis P. Corcoran ; A. R. S., Elmer Stevens ; F. S., Judson A. Whittier ; Treas., Wm. W. Holdzkom ; I. S., Harry Turner ; O. S., Lewis Nichols.

AMERICAN STAR LODGE, No. 148, I. O. O. F., was instituted August 12th, 1870, by G. M. Charles P. Stratton, with the following charter members : George F. Currie, Lewis Evans, John Gouldey, Jethro V. Albertson, Reuben I. Adams, and L. C. Albertson. The following officers : N. G., George F. Currie ; V. G., John Gouldey ; Secretary, L. C. Albertson ; Treasurer, J. V. Albertson. Officers for the present term : N. G., W. W. Holdzkom ; V. G., Isaac D. Shepard ; Recording Secretary, Wm. A. Hamman ; P. S., John Gouldey ; Treasurer, Samuel Reeves. Present membership, 104.

AMERICAN STAR ENCAMPMENT, No. 8, I. O. O. F., was instituted January 31st, 1882, by G. C. P. H. B. Reese. The following were charter members : Samuel Reeves, W. H. Biddle, D. R. Peterson, Simon L. Wescoat, Lewis E. Wills, W. R. Moore, S. P. DuBois, Wm. A. Hamman. The following officers : C. P., Samuel Reeves ; H. P., Lewis E. Wills ; S. W., Dan'l R. Peterson ; J. W., S. L. Wescoat ; R. S., Wm. A. Hamman ; P. S., Wm. H. Biddle ; Treasurer, Wm. R. Moore. Present officers : C. P., W. H. Biddle ; H. P., Lewis E. Wills ; S. W., Francis P. Corcoran ; J. W., Wm. A. Hamman ; R. S., Elwood W. Courtney ; P. S. Wm. W. Holdzkom ; Treasurer, Wm. R. Moore. Present membership, 45.

ATLANTIC LODGE No. 10, Ancient Order United Workmen, organized December 29th, 1881. Charter members : S. O. Willitts, Louis Kuehnle, Jr., John Garton, Edward R. Donnelly, Obed H.

Crosby, Edwin Silvers, M. Powdernaker, Charles A. Wyatt, Sylvester R. Palmer, Frank Barber, L. H. Armstrong, Albert W. Irving, John R. Lake, Daniel Donnelly, Henry R. Albertson, Levi C. Albertson, Geo. W. Martin. First officers: P. M. W., Albert W. Irving; M. W., Levi C. Albertson; Foreman, Chas. A. Wyatt; Overseer, E. R. Donnelly; Recorder, H. R. Albertson; Financier, Frank Barber; Receiver, M. Powdernaker; Guide, E. R. Silvers; Outside Sentinel, S. R. Palmer; Trustees, L. C. Albertson, A. W. Irving, C. A. Wyatt.

ROYAL LEGION OF HONOR. Instituted Jan. 18, 1883. Officers: Commander, G. F. Currie; Vice-Commander, J. C. Albertson; Orator, Jos. R. Bartlett; Past Commander, H. L. Slape; Secretary, W. A. Hamman; Collector, C. E. Schroeder; Treasurer, Paul Wootton; Chaplain, A. L. English; Guide, John Hamman; Warden, John D. Anderson; Sentry, P. B. Haslet; Trustees, A. W. Irving, W. M. Lane, W. Staiger. Present Officers, 1884: Commander, George F. Currie; Vice-Commander, D. Johnston; Orator, Jos. R. Bartlett; Past Commannder, H. L. Slape; Secretary, H. J. Keller; Collector, Sam'l Reeves; Treasurer, Paul Wootton; Chaplain, B. L. Stevens; Guide, Chas. Horner; Warden, J. H. Wolsieffer; Sentry, J. D. Anderson; Trustees, J. D. Anderson, A. W. Irving, Chas. Horner, B. L. Stevens, D. Hunter, H. J. Keller, D. Johnston, Max Einstein, Jos. Shinnen, J. H. Wolsieffer, C. F. Horner, Sam'l Reeves, S. L. Westcoat.

ATLANTIC LODGE, NO. 5, OF INDEPENDENT ORDER OF MECHANICS. Instituted Dec. 15, 1883, Atlantic City. Charter Members: Senior Master, Wm. H. Aiken; Worthy Master, I. C. Covert; Junior Master, A. L. English; Conductor, Benj. Johnson; Inner Guard, Wm. F. Fleming; Outer Guard, Henry Boker; Right Guard Worthy Master, Frank C. Williams; Left Guard Worthy Master, Benj. F. Souders; Right Guard Junior Master, Benj. Quicksell; Left Guard Junior Master, Charles Fleming; Chaplain, Sam'l P. Price; Recording Secretary, Julius F. Coty; Financial Secretary, E. F. Batchelor; Treasurer, Francis Barnett; Trustees, William F. Fleming, Daniel K. Donnelly, Richard W. Sayre. Present Officers: Senior Master, I. C. Covert; Worthy Master, William D. Robinson; Junior Master, Frank Rittenhouse; Conductor, Harry Kennedy; Chaplain, Sam'l E. Perry; Inner Guard, John Sykes; Outer Guard, Thomas Fenton; Recording Secretary, Richard W. Sayre; Financial Secretary, E. F. Batchelor; Treasurer, Wm. H. Aiken; Trustees, Wm. F. Fleming, Daniel K. Donnelly, Henry C. Bennett, M. D.

JOE HOOKER POST, NO. 32, Department of N. J. G. A. R., was mustered Nov. 1st, 1879, by Samuel Hufty, Commander Dept. of N. J. G. A. R., and his staff, assisted by comrades of Post 5, of Camden, N. J. The first officers were as follows: L. C. Albertson, Com-

mander ; George F. Currie, S. V. Commander ; John Hamman, J. V. Commander ; Geo. H. Perkins, Adj't. ; J. V. Albertson, Quartermaster. T. K. Reed, Surgeon ; H. H. Y. Wicks, Chaplain ; Simon L. Westcott, Officer of Day ; H. C. Norman, Officer of Guard ; I. F. Shaner, Sergt.-Major ; Jos. H. Holmes, Q. M. Sergt. Present Officers: J. V. Albertson, Commander ; E. S. Amole, S. V. Commander ; C. A. Cox, J. V. Commander ; Wm. H. Zern, Adjutant ; Jno. S. Taylor, Quartermaster ; T. K. Reed, Surgeon ; J. A. Whittier, Chaplain ; Henry Behm, Officer of Day ; William Runyon, Officer of Guard ; Henry Higbee, Sergeant-Major ; F. C. Williams, Q. M. Sergt. The Post has lost, by death, since its organization, four comrades, viz., Frederick Currie, Priv. Co. G, 5th Pa. Cav. ; Isaac Myers, Priv. Co. B, 1st N. J. Cav. ; Chas. Elwanger, Priv. Co. D, 8th N. J. Vols. ; and A. M. Bailey. At the present time the Post has 106 members in good standing. Charter Members.—John S. Adams, L. C. Albertson, Charles Horner, Albert Horton, Geo. F. Currie, Wm. Borden, George Goetz, John Harman, P. J. Hughes, Enoch Shaw, Geo. H. Perkins, N. S. Parker, Clark Hewitt, J. V. Albertson, Wm. Fleming, Fred. Endicott, T. K. Reed, Chas. R. Lacy, S. B. Rose, H. H. Y. Wicks, J. J. Gardner, S. L. Westcott, Geo. W. Holmes, H. C. Norman, Wm. L. Adams, I. F. Shaner, Geo. W. Jones. Jos. H. Holmes, A. G. Wolf, B. L. Stevens, Geo. W. Davis, Henry Higbee, Jos. T. Note, John W. Holmes, A. M. Bailey, Adam Conover, Wm. T. Cozens, John F. Smith, Theo. Greaves, Frederick Currie, Thomas C. Adams, E. S. Amole, Chas. P. Conover, Wm. H. Zern, John Harrold, Henry Behm, Chas. W. Maxwell.

WEBSTER LODGE, K. of P., instituted in 1874. Present officers: C. C., Thos. B. Wick ; V. C., Shelton L. Butt ; K. of R. and S., Wm. R. Moore ; M. of E., Hugh Y. Wicks.

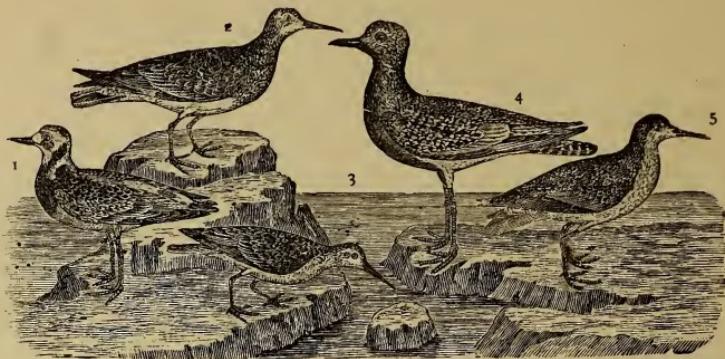
Hotel Keepers', Brewers' and Bottlers' Protective Association, organized winter of 1884, by the election of Robt. M. Hunter, Pres. ; David Johnson, Vice Pres. ; Peter F. Hagan, Sec'y : Michael J. Kelley, Treas.; Isaac C. Covert, Chairman Board of Trustees.

ATLANTIC CITY COUNCIL, No. 478, Royal Arcanum, organized April 29, 1880. Charter members: F. B. Lippincott, W. Bordman Reed, E. W. McGan, Wm. Wright, Wm. Conway, Sr., Jos. Borton, E. C. Timmerman, Lewis Evans, Fred. P. Stone, John L. Bryant, Chas. D. Krause, B. E. Norris, Morris Powdermaker, A. G. Wolf, Adolph Schlecht, Chas. F. Borhek, Wm. Hawk, Henry S. Frambes, Osmon C. Evans. Names of present officers : Regent, H. S. Frambes ; Vice Regent, Jas. H. Mason ; Orator, Wm. H. Hawk ; Past Regent, Wm. Wright ; Secretary, E. F. Price ; Collector, Benj. E. Norris ; Treasurer, Morris Powdermaker ; Chaplain, Chas. D. Krause ; Guide, Silas L. Burnham ; Warden, Adolph Schlecht ; Sentry, Jos. H. Borton.

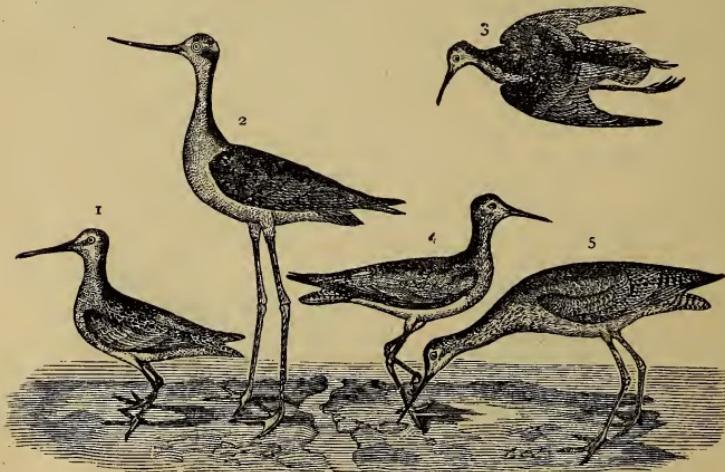
PEQUOD TRIBE, No. 47, Impd. O. of R. M., was chartered April 17th, 1874. Or. G. S. D. Plant-Moon, 17th Sun, 383. The charter members were : Williard Wright, M. D., A. G. Wolf, John J. Gardner, Joseph T. Note, T. C. Garrett, Thomas E. French, Chas. W. Adams, John Wilkins, Theo. C. Rose, David Johnston, H. R. McBride, Hyland Pharaoh, Eben Mathews, Joel D. Woolbert, Nicholas S. Parker, Jesse A. Taylor, William Somers, Edmund Lake, Samuel R. Shaffer, Charles Horner, Isaac Somers, John L. Smith, Thomas Riley, James C. Adams, Lewis H. Adams, Mahlon R. Kirkbride, James Riley, Hezekiah Lee. First Officers, viz. : Prophet, Edmund Lake ; Sachem John J. Gardner, Sr. Sag. ; Williard Wright, Jr. Sag. ; Joseph T. Note, K. of W. ; Thomas E. French, C. of R. ; T. C. Garrett. Present Officers of Tribe are: Prophet, Joseph H. Shinn ; Sachem William B. Gaskill, Sr. Sag. ; John J. Killen, Jr. Sag. ; A. D. Cuskadden, C. of R. ; T. C. Garrett, A. C. of R. ; Elmer E. Stevens, K. of Wampum ; Edward Wilson.



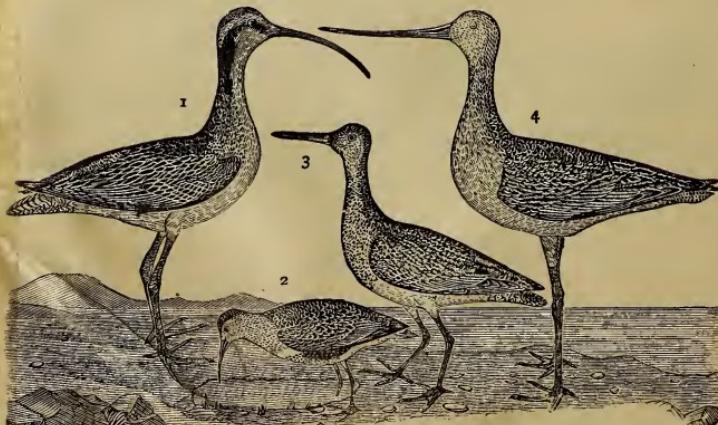
1. *Black or Surf Duck.* 2. *Buffel-Headed Duck.* 3. *Female.* 4. *Canada Goose.*
5. *Tufted Duck.* 6. *Golden Eye.* 7. *Shoreler.*



1. Turn-stone. 2. Ash-colored Sandpiper. 3. Purre. 4. Black-Bellied Plover
5. Red-Breasted Sandpiper.



1. Red-Breasted Snipe. 2. Long-Legged Avoset. 3. Solitary Sandpiper.
4. Yellow-Shank Snipe. 5. Tell-Tale Snipe.



1. Esquimaux Curlew. 2. Red-Backed Snipe. 3. Willet, or Semi-Palmated Snipe. 4. Straight-Billed Curlew.

ROUTES TO ATLANTIC.

The routes from Philadelphia to Atlantic City are the Camden & Atlantic Railroad (foot of Vine Street); the West Jersey & Atlantic Railroad (foot of Market Street); and the Philadelphia & Atlantic City Railway, Pier 8, near Walnut Street.

The routes from New York to Atlantic City, are via the Pennsylvania Railroad, via Trenton and Camden, and via the Central Railroad of New Jersey.

From Baltimore to Atlantic City via the Pennsylvania Railroad.

ACKNOWLEDGMENT.

The views in this book are the property of the Pennsylvania Railroad Company, kindly donated for the purpose of placing before the people a few of the attractive features of the "City by the Sea."

WHERE THIS BOOK IS ON SALE.

On all of the trains to Atlantic City, and at the stands of the Union News Company in all of the larger cities. Also at the Continental News Stand, Philadelphia, and at No. 31 South Sixth Street, Philadelphia.

A WORD TO THE CITY AUTHORITIES.

It was Holmes, we believe, who said, that "each generation strangles and devours its predecessors." The young Fegeean carries a cord in his girdle for his father's neck ; the young American a string of propositions or syllogisms in his brain to finish the same relative. The father says, "Son, I have swallowed and digested the wisdom of the past." The young man says, "Sire, I proceed to digest thee with all thou knowest." Is there not a deal of wisdom in the remark as applicable to Atlantic City ? How many improvements there are yet to be made in drives, beach front, and streets ? The wisdom of the fathers, we hope, will be as folly to the wisdom of the sons, and that the latter will go on with improvements, taking up the work where their fathers laid it down. It is idle to suppose there will ever be perfection in this world ; there can be nothing made that cannot be improved upon. As long as there is an eternal sunshine so long will there be change, and change for the better. The youth of Atlantic to-day, if councils do their duty, will not know the place in his old age, just as the old father to-day cannot find the landmarks of his boyhood. But the city authorities cannot rest under the delusion that the city will retain its widespread reputation without any effort on their part. They have a duty to perform, and must not forget that it was through the vigilance and progressive administration of their predecessors that the place very largely owes its success. The city officials cannot afford to drift into indifference, and, like the wanderers from Greece,

"In the hollow lotus lands to lie reclined,
Or on the hills like gods together, careless of mankind."

Atlantic City is singularly dependent upon mankind, and just in proportion as the place is made healthful, attractive, and comfortable, so will its success become sure and safe. A spirit of change is hovering over the place. In ten years, with proper legislation, there will be more hotels, greater facilities of travel, more improvements on every hand, than ever, as a seaside home. It will be as a bubbling fountain to a thirsty swain.

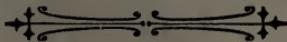
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